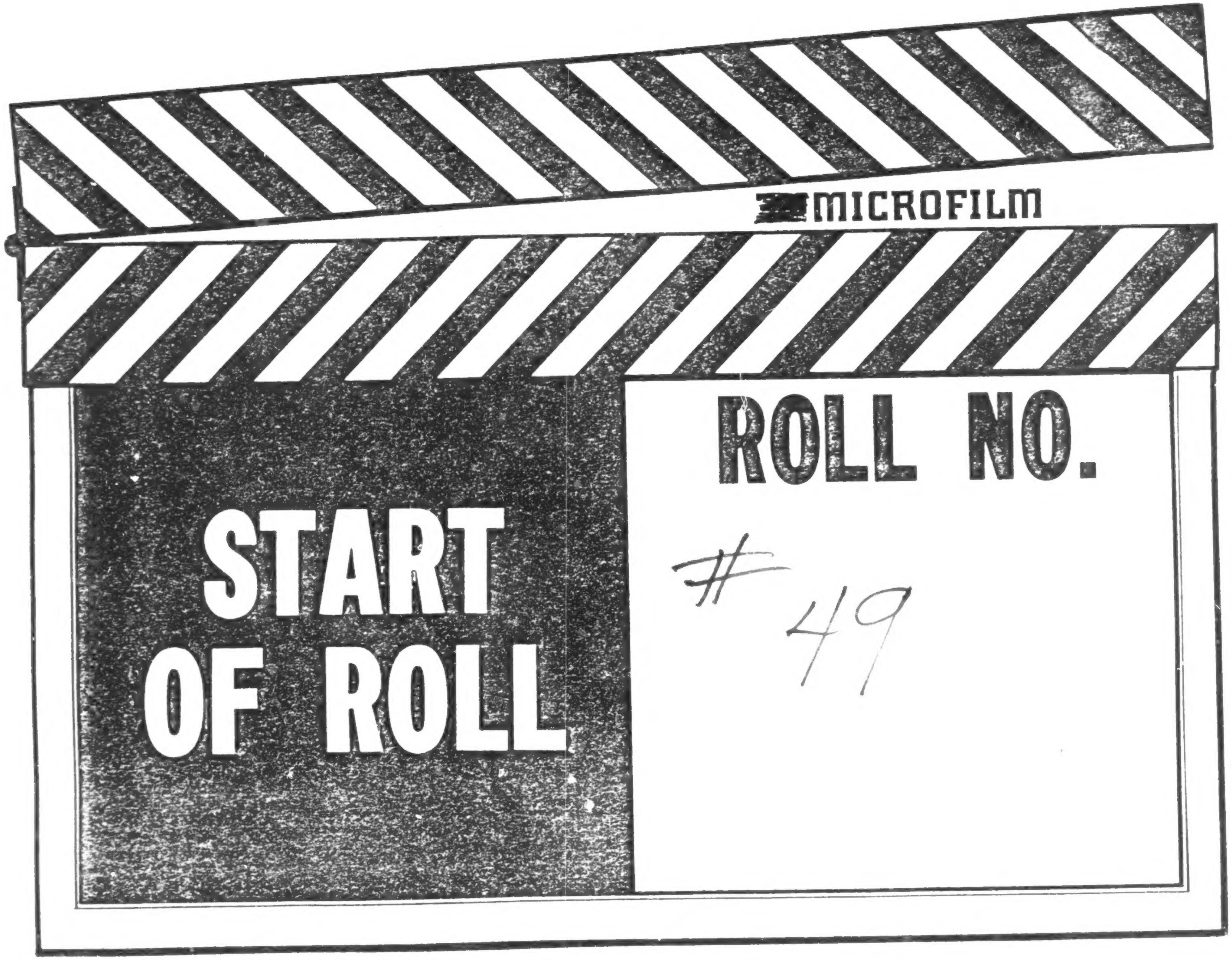

MICROFILM
START OF ROLL
ROLL NO.
#49

5-1109 Scappoose Sec., Columbia River 1948
Hwy.
#3039

5-7109

RECEIVED
FEB 10 1956
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT

(date)
February 6, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3039	10-Post Final	Park-er-Schram Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1663	R-142289	$ 2,506.15	2/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1949

Time Extensions: None

Completion Date: May 31, 1949

Date Accepted: June 28, 1949

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-9-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 9 1956

Ruth Rawlings

NOTED ON CARD
gl

B

RECEIVED
JAN 25 1956
FOR FILING

5-1109
3039

January 25, 1956

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission will make a post-final payment to Parker-Schram Company in connection with contract No. 3039, covering the Scappoose Section of the Columbia River Highway in Columbia County.

This post-final payment, in the amount of $2,506.15, will be released to the contractor as soon as the warrant is received from the Secretary of State.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

B

RECEIVED
JAN 3 1956
FOR FILING

FORM E-30X—50,000—10-54—78484

5-1109

3039

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28th, 1955

SUBJECT: Contract No. 3039
Scappoose Section
Columbia River Highway

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

For a long time we have been haggling with Carl Schram over a claim they had in connection with Contract No. 3039 for highway improvement in Scappoose. I think you are familiar with the nature of the claim which had to do with the added cost of an extremely heavy overrun caused by an error in the preliminary quantities of concrete in curbs.

After a long and painful negotiation we have worked out a settlement on the basis of paying them for an overrun of 72.663 cu. yd. at an increase in cost over their bid price of $34.49. I am attaching copy of a letter from the Cost Section supporting this figure.

Will you please take the attached price agreement to Parker-Schram's office and attempt to get it signed, which will close the settlement of this contract.

Forrest Cooper

Forrest Cooper
Construction Engineer

FC:AR
Enc. 2

cc to: W. C. Williams ✓

RECEIVED
JAN 1 1956
FOR FIL

FORM 830--50M--2-55--51006

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22nd, 1955

SUBJECT: Contract No. 3039
Scappoose Section
Columbia River Highway

To: Mr. Forrest Cooper
Construction Engineer
Office

Referring to Parker-Schram Company's letter of November 15th, 1955 submitting a claim for costs involved in the construction of concrete curbs and traffic separators on the Scappoose Section of the Columbia River Highway, Contract No. 3039.

The bid item in the contract for concrete curbs called for 110 cu. yd. The actual number of cu. yd. constructed as shown on the final estimate was 182.663 cu. yd., an overrun of 72.663 cu. yd. Of this total of 182.663 cu. yd. approximately 92.993 cu. yd. were concrete curbs and 89.670 cu. yd. were traffic separators. All concrete curbs were placed during 1948 and all concrete separators were placed during 1949.

An examination of the contractors' records discloses a cost for placing of concrete separators during the year of 1949 to be as follows:

Labor, Including Supervision	$4,872.35
Equipment Rentals	648.23
Materials	1,660.23
Bond	34.39
Sub-total	$7,178.22
Home Office and General Overhead - 5%	360.77
Total	$7,576.26

The cost of concrete separators would, therefore, be $7,576.26 divided by 89.67 or $84.49 per cu. yd., and the cost of the overrun of 72.663 cu. yd. would be 72.663 x $84.49 or $6,139.30. The contractors have been paid at the bid price of $50.00 per cu. yd. for the overrun or $3,633.15. The difference between the costs and the payments to date would be $2,506.15.

The contractors, Parker-Schram Company, have been advised of the findings of the Cost Analysis Department and are willing to settle in the amount of $2,506.15 in lieu of $3,171.74 as requested in their letter of November 15th, 1955. Therefore, a price agreement in the sum of $2,506.15 will cover the contractors' actual cost of the overrun if it is determined that the claim should be allowed.

C. E. Paulsen
Ass't. Cost Analyst

Chas. T. Parker
Carl A. Schram

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

Builders Exchange Building
Portland 4, Oregon

November 15, 1955

Mr. Forrest Cooper, Construction Engineer
Oregon State Highway Department
Salem, Oregon

Contract No. 3039

Dear Sir:

We regret the delay in replying to your letter of March 8, concerning our claim for excess concrete required for construction of curbs and traffic separators on the Scappoose Project under Contract No. 3039, which was received during the writer's absence in California, held for his attention, but unfortunately mislaid.

It was not our intention to convey the impression from our letter of December 17, 1954, that the traffic separators on this job were something thought of subsequently and added after the contract was awarded, but merely that the concrete quantity necessary for this part of the work had apparently been overlooked and possibly the bid item to cover same omitted, as we believe it had been the usual practice of the State prior to that time to provide for a separate unit price in the bid schedule for that type of work. This thought was further strengthened by the fact that according to our data 95 cubic yards was allowed for the curbs, which checks almost exactly with the quantity that should have been required for that work as computed from the plans. There was never any question but what the traffic islands were fully covered as part of the work to be performed, both in the plans and specifications.

We consider the basis of your compromise proposal for disposition of this claim entirely fair, but in view of the strong possibility that the over-run in quantity likely occurred in the traffic separator concrete as indicated above, we believe the adjustment should be made on the basis of cost for that work.

The unit costs quoted in our letter of December 17, 1954 were, as stated therein, based on quantities allowed in Progress Estimate No. 7 submitted when the project was completed, and which according to information available to us at the time was divided between the two operations, as follows:

Concrete Curbs	95.00 cu. yds.
Traffic Separators	91.72 " "
Total	186.72 " "

These amounts did not appear excessive as we had actually purchased concrete for such work in the following quantities:

Concrete Curbs	97.22	cu. yds.
Traffic Separators	93.50	" "
Total	190.72	" "

Subsequently, the preliminary quantities allowed were revised downward and if our interpretation of the various units included on the Summary Sheet attached to Final Estimate No. 9 is correct, the distribution of concrete as finally allowed is as follows:

Concrete Curbs	92.993	cu. yds.
Traffic Separators	89.670	" "
Total	182.663	" "

Based on the reduced quantity allowed, the adjusted price for traffic island concrete that we believe should be applied to the quantity furnished for this project in excess of the original estimated requirement would be determined from our costs for such work, plus the standard force account percentages, as follows:

Labor and Insurance	$4,872.35	
Plus 15%	730.85	
		$5,603.20
Equipment Rentals	1,000.63	
Plus 5%	50.03	
		1,050.66
Materials	1,660.52	
Plus 5%	83.03	
		1,743.55
Total		$8,397.41

$$\frac{\$8,397.41}{89.67\text{ cu. yds.}} = \$93.65\text{ cu. yd.}$$

Therefore, in line with your offer and subject to the provision that your Auditors confirm our cost figures on this work, we suggest that a Price Agreement be prepared covering the concrete required in excess of the estimated quantity, as follows:

72.663 Cu. Yds.	@ $93.65 per Cu. Yd.	$6,804.89
Less:		
As allowed in Estimate No. 9		
Item 17 - 72.663 cu. yds.	@ $50.00 Cu. Yd.	3,633.15
	Additional allowance to adjust	$3,171.74

and we would be willing to accept final settlement on that basis.

As previously advised, when the Department auditors were in this office to check our field costs on this project, we informed them of our intention to submit this claim, and requested that they carefully analyze and segregate the unit cost figures for both concrete curbs and separators so that computation of the amount of our claim could be verified without difficulty, and it may be that you already have the data necessary for that purpose.

Yours very truly,

PARKER-SCHRAM COMPANY

By CASchram

CAS:dab

RECEIVED
1955
OFFICE OF
CONSTRUCTION ENGINEER

5-1109

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 4, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3039	9-Final	Parker-Schram Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26843	R-112011	$ 1,963.5	1/3/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: **June 30, 1949**

Time Extensions: **None**

Completion Date: **May 31, 1949**

Date Accepted: **June 28, 1949**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: 1-4-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrent Mailed: JAN [illegible] 1955
Ruth Rawlings

31

RECEIVED
APR
FOR FILING

5-1109
3 39

March 23rd, 1950

Scappoose Section
Contract #3039

FINAL COST ANALYSIS

Parker-Schram Company, Contractor
Clay M. Cornett, Resident Engineer

Columbia River Highway
Prefix 5-1109

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$L.S.	$	$454.00	$500.00
Removal of Pavement	1,580.11	Sq. Yd.	0.60	0.66	1,047.05	948.07
Removal of Curbs	2,142	Lin. Ft.	0.15	0.179	384.03	321.30
" " Sidewalks	135.27	Sq. Yd.	0.40	0.56	75.97	54.11
Trench Excav., Unclass.	1,177.39	Cu. Yd.	2.75	2.71	3,194.47	3,237.82
General " "	2,155.3	" "	1.25	0.69	1,479.04	2,694.13
Prep. of Island Subbase	831.6	Sq. Yd.	0.50	0.36	302.17	415.80
Finishing R/B & Slopes	0.57	Mile	600.00	575.56	328.07	342.00
8" Sewer Pipe	723	Lin. Ft.	1.00	1.05	761.72	723.00
12" " "	2,313	" "	1.50	1.30	3,007.85	3,469.50
15" " "	342	" "	2.00	1.92	658.33	684.00
Extra for Installing Pipe Under Pavement	231	" "	2.00	0.96	221.34	462.00
Concrete Catch Basins	5	Each	40.00	50.32	251.60	200.00
Concrete Inlets	9	"	35.00	30.25	272.23	315.00
Type "A" Manholes	4	"	150.00	237.45	949.80	600.00
Type "B" "	5	"	150.00	138.45	692.25	750.00
Concrete Curbs	182.663	Cu. Yd.	50.00	67.07	12,250.71	9,133.15
" Walks	75.71	Sq. Yd.	2.50	4.95	374.55	189.28
" Island Nosings	12.12	Cu. Yd.	60.00	70.42	853.58	727.20
Recess for Traffic Control Markers	All	L.S.	250.00		93.72	250.00
1" Electrical Conduit	2,118.1	Lin. Ft.	0.80	0.86	1,821.56	1,694.48
1¼" " "	206.3	" "	0.90	0.92	189.80	185.67
1½" " "	231.2	" "	1.00	1.04	241.21	231.20
Metal Junction Box	1	Each	50.00		25.46	50.00
2½"-0" Mat'l. in Base	2,033	Cu. Yd.	1.60	0.94	1,917.13	3,252.80

RECEIVED
APR
FOR FILING

5-1109
3039

March 23rd, 1950

Scappoose Section
Contract #3039

FINAL COST ANALYSIS

Parker-Schram Company, Contractor
Clay M. Cornett, Resident Engineer

Columbia River Highway
Prefix 5-1109

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$L.S.	$	$454.00	$500.00
Removal of Pavement	1,580.11	Sq. Yd.	0.60	0.66	1,047.05	948.07
Removal of Curbs	2,142	Lin. Ft.	0.15	0.179	384.03	321.30
" " Sidewalks	135.27	Sq. Yd.	0.40	0.56	75.97	54.11
Trench Excav., Unclass.	1,177.39	Cu. Yd.	2.75	2.71	3,194.47	3,237.82
General " "	2,155.3	" "	1.25	0.69	1,479.04	2,694.13
Prep. of Island Subbase	831.6	Sq. Yd.	0.50	0.36	302.17	415.80
Finishing R/B & Slopes	0.57	Mile	600.00	575.56	328.07	342.00
8" Sewer Pipe	723	Lin. Ft.	1.00	1.05	761.72	723.00
12" " "	2,313	" "	1.50	1.30	3,007.85	3,469.50
15" " "	342	" "	2.00	1.92	658.33	684.00
Extra for Installing Pipe Under Pavement	231	" "	2.00	0.96	221.34	462.00
Concrete Catch Basins	5	Each	40.00	50.32	251.60	200.00
Concrete Inlets	9	"	35.00	30.25	272.23	315.00
Type "A" Manholes	4	"	150.00	237.45	949.80	600.00
Type "B" "	5	"	150.00	138.45	692.25	750.00
Concrete Curbs	182.663	Cu. Yd.	50.00	67.07	12,250.71	9,133.15
" Walks	75.71	Sq. Yd.	2.50	4.95	374.55	189.28
" Island Nosings	12.12	Cu. Yd.	60.00	70.42	853.58	727.20
Recess for Traffic Control Markers	All	L.S.	250.00		93.72	250.00
1" Electrical Conduit	2,118.1	Lin. Ft.	0.80	0.86	1,821.56	1,694.48
1¼" " "	206.3	" "	0.90	0.92	189.80	185.67
1½" " "	231.2	" "	1.00	1.04	241.21	231.20
Metal Junction Box	1	Each	50.00		25.46	50.00
2½"-0" Mat'l. in Base	2,033	Cu. Yd.	1.60	0.94	1,917.13	3,252.80

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0" Mat'l. in Base and Shoulders	630	Cu. Yd.	$2.35	$2.29	$1,443.21	$1,480.50
Sprinkling	12	M-Gal.	2.50	2.31	27.81	30.00
Class "B" Asphaltic Concrete	4,554.045	Ton	6.90	5.78	26,3$\overset{2}{6}$3.96	31,422.91
PA #1, Furn. & Place Top-soil in Traffic Island	586	Cu. Yd.	1.30	0.95	537.50	761.80
PA #2, Raising Catch Basins	All		11.00		11.00	11.00
PA #3, Furn. & Place Corr. Metal 12" Pipe with Bands	30	Lin. Ft.	2.95	2.68	80.49	88.50
PA #4, Cement Adjustment, Favor of State	- 14.61	Bbl.	2.95			- 43.10
					$60,171.61	$65,182.12

Gross Revenue	$65,182.12
Total Cost	60,171.61
Net Profit	$ 5,010.51

Net Profit Equals 7.6% of Gross Revenue

Parker-Schram

Detail of Cost

Labor:

Supervision and Labor		$18,398.84	
Labor Insurance		1,323.89	
			$19,722.73

Materials:

8" Sewer Pipe	723 feet	at $0.336	$242.61	
12" " "	2,313 "	" 0.68	1,573.50	
15" " "	342 "	" 0.94	320.85	
12" Corr. Metal Pipe	30 "	" 1.59	47.70	
12" Bands	2 each	" 2.06	4.12	
Lumber			466.53	
Ready Mix Concrete			3,499.67	
1" Electrical Conduit	2,118.1 feet	" 0.298	632.26	
1¼" " "	206.3 "	" 0.332	68.42	
1½" " "	231.2 "	" 0.453	104.74	
Manhole Covers & Rings	9 each	" 33.88	305.00	
Grates	14 "	" 21.70	303.80	
Metal Junction Box			12.53	
Expansion Joints			43.18	
3/4"-0" Rock	630 cu. yd.	at 1.25	788.75	
2½"-0" "	2,033 " "	" 0.35	731.55	
Class "B" Asphaltic Concrete	4,554.045 ton	" 4.50	20,493.20	
				29,638.41

Equipment Rentals & Miscellaneous Expense:

Equipment Rentals (Hired)	$304.75	
" " (Owned)	4,843.93	
Gas, Oil and Grease	1,017.90	
Miscellaneous Supplies & Small Tools	696.43	
Move In, Freight and Cartage	325.00	
Bond and P.L. & P.D. Insurance	799.71	
Home Office and General Overhead	2,823.75	
		10,811.47

Total Cost $60,171.61

Remarks:

This was a "State Project" for the widening and paving of a 0.57 mile section of the Columbia River Highway in the City of Scappoose. The contract was bid and awarded August 9th, 1948, work was started August 23rd, 1948, and on December 14th, 1948, was discontinued due to inclement winter weather. Work was started again April 5th, 1949, and the project was finished June 1st, 1949.

Clearing was very light, consisting of a few small trees, some brush and the general cleanup of the project. The work was done chifly by hand labor and a small profit was realized.

The trench excavation was done with a trenching machine where practical and by hand labor. Rain and inefficient labor slowed up progress and increased cost. The general excavation was done with a D-8 cat and scraper and with a 3/4 cu. yd. shovel and 5 yard trucks, good progress was made.

The concrete curbs were constructed by an inexperienced crew consisting chiefly of unskilled labor and progress was slow and cost was high. Ready mix concrete was hauled from Portland and the cost was $14.85 per cu. yd.

The Class "B" asphaltic concrete was produced at the contractor's commercial plant in Scappoose, which was located about 0.5 mile from the project. The finishing machine made good progress in laying the asphaltic concrete and a good profit was realized on the asphaltic concrete.

A fair profit was made on the contract, but a larger profit would have been made if skilled men had been available for laying the concrete curbs.

E. H. Clymer
Cost Analyst

By . . K. T. Wechter

Remarks:

This was a "State Project" for the widening and paving of a 0.57 mile section of the Columbia River Highway in the City of Scappoose. The contract was bid and awarded August 9th, 1948, work was started August 23rd, 1948, and on December 14th, 1948, was discontinued due to inclement winter weather. Work was started again April 5th, 1949, and the project was finished June 1st, 1949.

Clearing was very light, consisting of a few small trees, some brush and the general cleanup of the project. The work was done chifly by hand labor and a small profit was realized.

The trench excavation was done with a trenching machine where practical and by hand labor. Rain and inefficient labor slowed up progress and increased cost. The general excavation was done with a D-8 cat and scraper and with a 3/4 cu. yd. shovel and 5 yard trucks, good progress was made.

The concrete curbs were constructed by an inexperienced crew consisting chiefly of unskilled labor and progress was slow and cost was high. Ready mix concrete was hauled from Portland and the cost was $14.85 per cu. yd.

The Class "B" asphaltic concrete was produced at the contractor's commercial plant in Scappoose, which was located about 0.5 mile from the project. The finishing machine made good progress in laying the asphaltic concrete and a good profit was realized on the asphaltic concrete.

A fair profit was made on the contract, but a larger profit would have been made if skilled men had been available for laying the concrete curbs.

E. H. Clymer
Cost Analyst

By . . K. T. Wechter

RECEIVED
JAN 27 1950
FOR FILING

5-1109

3039

January 25, 1950

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

Please be advised that state highway contract No. 3039 for work on the Scappoose Section of the Columbia River Highway in Columbia County, has been completed by the contractor, Parker-Schram Company, and that final payment in the amount of $1,963.56 will be made on or after February 4, 1950.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $65,182.12 and that no force account work was performed on the project. This contract was completed on May 31, 1949, and accepted by the Commission on June 28, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
1-25-50 gC

md

cc - Amerata & Schram
Mead Building
Portland 4, Oregon

RECEIVED
OCT 14 1949
FOR FILING

5-1109

3039

October 14, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Parker-Schram Co., on contract No. 3039. for grading and paving on the Scappoose Section of the Columbia River Highway in Columbia County. This payment, in the amount of $759.37, will be made on or after October 24, 1949. The retained percentage is $1,955.21.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Glens Falls Indemnity Co.
Amerata & Schram, Agent
Mead Building
Portland 4, Oregon

NOTED ON CARD

10-14-49

RECEIVED
JUN 17 1949
FOR FILING

5-1109

37

June 16, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

This to advise you of the intention of the State Highway Commission to release to Parker-Schram Company a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3039 covering the Scappoose Section of the Columbia River Highway in Columbia County. This payment, which is in the amount of $32,935.16, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,931.73. The present payment to the contractor will be made on or after June 27, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Glens Falls Indemnity Co.
Amerata & Schram, Agent
Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

6-16-49

Form E-1—5M—1-46

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 4, 1949

Section Scappoose

Kind of work Grading and Paving

Highway Columbia River

Section prefix 5-1109

Contractor Parker Schram Co.

Contract number 3039

Date of contract August 9, 1948

Date of completion June 30, 1949

Date work started August 25, 1948

Estimated date of completion May 31, 1949

Amount of contract $ 69,540.50

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $ 69,540.50

Per cent of contract completed, based on total contract price 92.7 %

Engineering cost to date $ 5,699.69 135 %

Date project was completed May 31, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor completed all work on this Project on Tuesday.

H. G. SMITH

Signed Clay M. Cornett

Address Portland Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.57	0.57			0.57
Miles partially completed					
Miles completed	0.57	0.57			0.57
Total estimated quantities	2,500 C.Y.	4,050 C.Y.			5,300 tons
Estimated quantities moved or placed to date	2,500 "	2,388 "			4,515 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Showers		
Wednesday	"		
Thursday	Part Cloudy		
Friday	Fair		
Saturday	"		

RECEIVED
JUN - 6 1940
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
SEP 21 1946
FOR FILING

5-1109

[illegible]

September 17th, 1946

Mr. O. C. Hoff
General Plant Engineer
Pacific Telephone & Telegraph Company
Portland, Oregon

Dear Sir:

This is your authority to bill the State Highway Commission for the relocation of two poles on the Scappoose project at an estimated cost of $75.00 provided they are located on leased right of way and the movement is made in accordance with General Administrative Memorandum No. 330.

Very truly yours,

H. G. Smith
Acting State Highway Engineer

HGS:AR

cc to: H. G. Smith
A. G. Skelton

FORM E-30 25M 3-46 22204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 16, 1948

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am forwarding herewith original copy of a letter dated September 8, 1948 from Mr. O. C. Hoff, General Plant Engineer of the Pacific Telephone and Telegraph Company.

Mr. Hoff refers to a conversation between Mr. Broadwell and Mr. Jessop regarding the relocation of poles in Scappoose, Oregon, on easement sites. I believe this information was furnished the Salem office at the time the job was sent in, however, the $75.00 estimated cost does not appear in the project's authorization. We will submit a State Force Order covering this work, and presume that the written authorization requested by Mr. Hoff will be furnished him by your office.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:gck
Encl.

RECEIVED
SEP 17 1948
OFFICE OF
CONSTRUCTION ENGINEER

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

PORTLAND, September 8, 1948

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Department
9200 S.E. McLoughlin Boulevard
Portland, Oregon

Dear Sir:

This will serve to confirm a verbal conversation between Mr. Broadwell and Mr. Jessop regarding the relocation of poles in Scappoose, Oregon, on easement held sites.

As per Mr. Broadwell's request we furnished him with a preliminary estimate of $75.00 for the cost of work which should be borne by the State Highway Department.

We are now requesting your written authorization to bill you the actual cost of the work involved.

Yours truly,

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

O. C. HOFF
GENERAL PLANT ENGINEER

OCHoff
General Plant Engineer

HHJ:Pah

RECEIVED
SEP 16 1948
OFFICE OF
DIVISION ENGINEER
DIVISION NO

RECEIVED
SEP - 2 1948
FOR FILING

5-1109

3039

September 1, 1948

Parker-Schram Company
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3039, which was awarded to you on August 9, 1948 by the State Highway Commission, covering the grading and paving on Scappoose Section of the Columbia River Highway in Columbia County. This copy is for your record and files. A fully executed copy is also being sent to your bond surety.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
AUG 16 1948
FOR FILING

3039

5-1109

August ~~[illegible]~~ 12, 1948

Parker-Schram Co.
208 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission on August 9 awarded you the contract for the Scappoose Section of the Columbia River Highway in Columbia County. This award was based on your low bid of $69,540.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

sc

cc - Mr. S. H. Probert

NOTED
H. B. GLAISYER

RECEIVED
DEC 21 1949
FOR FILING

5-1109
3-29

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 9, 1949

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

L

Dear Sir:

In December, 1940 the State purchased from the Town of Scappoose a triangular piece of property along the easterly side of the Columbia River Highway south of the railroad depot.

Within the limits of the property purchased there are three poles belonging to the Pacific Telephone & Telegraph Company. A search of the records shows that on August 11, 1916 the company secured from Elizabeth Watts, then owner, the right to construct and maintain a pole line within the property limits. This agreement is recorded in Book 23, Page 477, Records of Columbia County.

In connection with the proposed widening of the highway through Scappoose, it will be necessary to move the poles. Inasmuch as the date of the company's easement precedes the State's purchase of the property, it is assumed that the cost of moving the poles will be an obligation of the State. The company estimates the cost for re-establishing the poles at $25. each; therefore, $75.00 should be set up in the authorization of cost covering work to be done throughout the project.

A sketch map of the property is herewith attached.

Very truly yours,

F. T. YOUNG,
Asst. Division Engineer

FTY/bd
enc.

RECEIVED
AUG 10 1949
OFFICE OF
CONSTRUCTION ENGINEER

S-23
City
(1948)

C. J. JOHNSON, MAYOR
J. G. WATTS, RECORDER
W. G. HILL, TREASURER
C. W. BROWER, ATTORNEY
J. L. WATTS,
COUNCIL PRESIDENT

COUNCILMEN
EARL KILWORTH
CHAS. A. LAMBERT
THOS. O. EGGLESTON
C. L. GREGORY
E. OERING

CITY OF SCAPPOOSE
SCAPPOOSE, OREGON

NOTED
J. F. HAGEMANN

July 22, 1948

State Highway Commission

Salem, Oregon

Scappoose

NOTED
C. H. AR[illegible]RONG

3039

NOT
Harold C. Ayers

Gentlemen:

Herewith you will find the Resolutions concerning the proposed improvement of State highway No 30 through Scappoose.

These resolutions were duly adopted by unanimous vote of City Council in Special meeting held July 21, 1948 and I trust you will find them in proper order.

Very Truly,

J. G. Watts
City Recorder,

Scappoose Oregon.

6 Sheets

RECEIVED
JUL 23 1948
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. F. HAGEMANN

NOTED
JOHN W. CATTRALL

RECEIVED
JUL [illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

COUNCIL MEETINGS HELD ON FIRST MONDAY EVENING OF EACH MONTH

July 9, 1948

Mr. J. G. Watts
City Recorder
Scappoose, Oregon

Dear Sir:

The State Highway Commission is planning to call for bids, on August 9 or 10, for a grading and paving project on the Columbia River Highway in Scappoose.

In connection therewith, the usual standard form of grade resolution has been prepared, in order that the city may officially approve the grades established, as provided by law. Four copies of this resolution are enclosed.

Also required is a resolution containing certain provisions with regard to encroachments and traffic, four copies of which are enclosed.

As the State Highway Commission will not award a contract until all resolutions of this kind have been approved and are in the hands of the State Highway Department, it would be appreciated if you would present these resolutions to the city council for adoption as early as possible.

If approved and adopted by the city, one copy of each resolution should be retained for the city's records, and three copies of each should be returned to the State Highway Department.

Under separate cover, a set of plans is being forwarded to you for your information and files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. H. Armstrong
Engineer, County and City Relations

me
Encl.

oject

S-23-C
(City)
(1948)

RESOLUTION

WHEREAS, State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, is routed through the City of Scappoose, Columbia County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or roads, of said city; to wit:

Beginning at State Highway Engineer's Survey Station 981+80, a point on the center line of the Columbia River Highway, approximately 923 feet northerly from the center line of Williams Avenue, where the same is intersected by the center line of the Columbia River Highway; thence southerly to State Highway Engineer's Survey Station 124+27.1, a point on the center line of the Columbia River Highway, approximately 665 feet southerly from the center line of Casey Avenue, where the same is intersected by the center line of the Columbia River Highway

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

Description of center line finished grade (U.S.G.S. datum): Beginning at elevation 49.24, at State Highway Engineer's Survey Station 981+80, approximately 923 feet north of the center line of Williams Avenue, where the same is inter-

1948

sected by the center line of the Columbia River Highway; thence to elevation 54.77, at State Highway Engineer's Survey Station 985+15, approximately 508 feet northerly from the center line of Williams Avenue, where the same is intersected by the center line of the Columbia River Highway; thence on a 100-foot vertical grade curve to elevation 56.04, at State Highway Engineer's Survey Station 986+15, approximately 408 feet northerly from the center line of Williams Avenue, where the same is intersected by the center line of the Columbia River Highway; thence to elevation 58.60, at State Highway Engineer's Survey Station 989+00, approximately 123 feet northerly from the center line of Williams Avenue, where the same is intersected by the center line of the Columbia River Highway; thence on a 300-foot vertical grade curve to elevation 59.50, at the center line of Williams Avenue, where the same is intersected by the center line of the Columbia River Highway; thence continuing on a 300-foot vertical grade curve to elevation 60.07, at State Highway Engineer's Survey Station 992+00, approximately 100 feet northerly from the center line of Laurel Avenue, where the same is intersected by the center line of the Columbia River Highway; thence to elevation 60.15, at the center line of Laurel Avenue, where the same is intersected by the center line of the Columbia River Highway; thence to elevation 60.36, at the center line of Watts Avenue, where the same is intersected by the center line of the Columbia River Highway; thence to elevation 60.56, at the center line of Prairie Avenue, where the same is intersected by the center line of the Columbia River Highway; thence to elevation 60.71, at State Highway Engineer's Survey Station 999+50, approximately 165 feet southerly from the center line of Prairie Avenue, where the same is intersected by the center line of the Columbia River Highway; thence on a 200-foot vertical grade curve to elevation 60.73, at the center line of Columbia Avenue, where the same is intersected by the center line of the Columbia River Highway; thence continuing on a 200-foot vertical grade curve to elevation 60.73, at the center line of a county road extending easterly, where the same is intersected by the center line of the Columbia River Highway; thence continuing on a 200-foot vertical grade curve to State Highway Engineer's Survey Station 134+44.8, approximately 163 feet northerly from the center line of Hall Avenue, where the same is intersected by the center line of the Columbia River Highway; thence to elevation 60.41, at the center line of Hall Avenue, where the same is intersected by the center line of the Columbia River Highway; thence to elevation 60.17, at State Highway Engineer's Survey Station 132+00, approximately 132 feet southerly from the center line of Hall Avenue, where the same is intersected by the center line of the Columbia River Highway; thence on a 200-foot vertical grade curve to elevation 60.07, at the center line of Casey Avenue, where the same is intersected by the center line of the Columbia River Highway; thence continuing on a 200-foot vertical grade curve to elevation 60.15, at State Highway Engineer's Station 130+00, approximately 92 feet southerly from the center line of Casey Avenue, where the same is intersected by the center line of the Columbia River Highway; thence to elevation 60.46, at State Highway Engineer's Survey Station 128+00, approximately 292 feet southerly from the center line of Casey Avenue, where the same is intersected by the center line of the Columbia River Highway; thence on a 200-foot vertical grade curve to elevation 60.58, at State Highway Engineer's Survey Station 126+00, approximately 492 feet southerly from the center line of Casey Avenue, where the same is intersected by the center line of the Columbia River Highway; thence to elevation 60.51, at State Highway Engineer's Survey Station 124+27.1, approximately 665 feet southerly from the center line of Casey Avenue, where the same is intersected by the center line of the Columbia River Highway

And, WHEREAS, under the provisions of Sections 100-101 to 100-127, inclusive, O. C. L. A., and other laws of the State, the Highway Commission is given complete jurisdiction over streets taken over for state highway purposes, but, before the grade of any such street as the same may have been maintained by the City or Town is changed, consent to such grade change must be given by the governing body of the interested municipality.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Scappoose, Columbia County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described hereinabove and which are traversed by State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, said grades being as described hereinabove, are hereby approved, and consent is hereby given to such change, and the State Highway Commission hereby is permitted to construct, reconstruct, improve, repair, and/or maintain the said streets in accordance with said grade changes.

In consideration of the aforesaid construction by the State Highway Commission, the city hereby agrees to adopt such additional resolutions, ordinances or procedures as may be necessary or proper to effect the change of grade and provide for the improvement and maintenance of said streets.

Passed by the Common Council of the City of Scappoose, Columbia County, Oregon, this 21 day of July, 1948.

BE IT FURTHER RESOLVED, that the Common Council does hereby agree, within its lawful authority but without financial obligation or liability, to cooperate with and aid the State Highway Commission in the accomplishment of such street construction, reconstruction, improvement, repair, and/or maintenance.

Attest:

J G Watts
City Recorder

C. J. Johnson
Mayor

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Scappoose, Columbia County, Oregon, on the 21 day of July, 1948, at the regular or special meeting of said Common Council.

Dated this 21 day of July, 1948.

J G Watts
City Recorder

ate Project
Traffic ⑪

5-23-B
City
(1948)

RESOLUTION

WHEREAS, State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, is routed through the City of Scappoose, Columbia County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Beginning at State Highway Engineer's Survey Station 981+80, a point on the center line of the Columbia River Highway, approximately 923 feet northerly from the center line of Williams Avenue, where the same is intersected by the center line of the Columbia River Highway; thence southerly to State Highway Engineer's Survey Station 124+27.1, a point on the center line of the Columbia River Highway, approximately 665 feet southerly from the center line of Casey Avenue, where the same is intersected by the center line of the Columbia River Highway

And, WHEREAS, the Oregon State Highway Commission will not participate in the construction of said highway until and unless the said City of Scappoose will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Scappoose, Columbia County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 2 of the State of Oregon, known as the Columbia River Highway,

(1948

which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Scappoose, Columbia County, Oregon, this 21 day of July, 1948.

Attest:

J G Watts
City Recorder

C. J. Johnson
Mayor

- - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Scappoose, Columbia County, Oregon, on the 21 day of July, 1948, at the regular or special meeting of said Common Council.

Dated this 21 day of July, 1948.

J G Watts
City Recorder

315-4001 Central Point Bit. Mac. Surf. 1948
Project, Pine St.
#3040

RECEIVED
DEC 6 1948
FOR FILING
315-4001
3040

December 3, 1948

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Wash.

Gentlemen:

This to advise you that State Highway Contract No. 3040, for surfacing on the Central Point (Pine St.) Section in Jackson County, has been completed by the contractor, D. F. McKenzie, and that final payment in the amount of $340.40 will be made on or after December 13, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $11,346.82, and that no force account work was performed therein. This contract was completed September 18 and accepted by the Highway Commission November 3, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the contractor on this job. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

L. H. Hagen Agency
Beaver Bldg.
Oregon City, Oregon

NOTED ON CARD
12-3-48

RECEIVED
DEC 17 1948
FOR FILING

315-4001

3040

November 29th, 1948

FINAL COST ANALYSIS

Central Point (Pine Street)
Contract #3040

Bituminous Macadam Surfacing
G. H. Roberts, Resident Engineer

City of Central Point
Prefix 315-4001

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Adjusting Manholes	11	Each	$23.85	$50.00	$262.35	$550.00
Adjusting Monument Boxes	7	Each	8.70	25.00	60.90	175.00
Preparation of Base	.53	Mile	1,356.94	1,000.00	719.28	530.00
Furnish & Place Aggregate	1,159	Cu. Yd.	3.81	4.50	4,416.34	5,215.50
Furnish & Place 151-200 Asphalt	95.13	Ton	42.44	45.00	4,037.08	4,280.85
PA #1, Purchase Excess 151-200	17.21	"	33.98	34.60	584.83	595.47
					$10,080.68	$11,346.82

Gross Revenue	$11,346.82
Total Cost	10,080.68
Net Profit	$1,266.14

Net Profit Equals 11.6% of Gross Revenue

NOTED
State Highway Engineer

Central Point (Pine Street)

Detail of Cost

Labor:			
Supervision		$103.85	
Labor		2,044.47	
State Industrial Accident Insurance		40.89	
Unemployment Insurance		36.52	
Social Security		55.18	
			$2,280.91
Materials:			
Mineral Aggregate	1,159 Cu. Yd. at $2.20	$2,549.80	
151-200 Asphalt	112.34 Tons at $21.20	2,381.26	
Freight on Oil		966.10	
			5,897.16
Equipment Rental & Miscellaneous Expense:			
Equipment Rental, Owned		$133.63	
Equipment Rental, Hired		683.11	
Hired Trucks, Including Operators		275.00	
Gas, Oil & Grease		229.25	
Freight & Cartage		69.92	
Misc. Supplies & Small Tools		83.58	
P.U.C.		20.04	
Bond & Insurance		139.30	
Home Office & General Overhead		268.78	
			1,902.61
Total Cost			$10,080.68

Central Point (Pine Street)
Contract #3040

Remarks:

This project for the resurfacing of a section 0.53 mile in length on Pine Street in the City of Central Point is a city project financed by the State. The contract for the construction of a (B3) bituminous macadam wearing surface and incidental work was bid and awarded August 9th, 1948. Work was started September 7th, and the project was completed September 18th, 1948.

The contractor's equipment was busy on other work and most of the work on this contract was done with rented equipment consisting of a 900-gallon distributor, retort, motor grader, 10-ton roller and two 5-cu. yd. trucks. Rental rates on the hired equipment were high which increased the cost of operations.

The old surfacing was in bad repair and considerable patching was required in preparation of base and this item shows a loss.

The aggregate was purchased from Liningers' commercial plant for $2.20 per cubic yard, loaded in trucks at plant. Part of the asphalt was shipped from Portland and when the longshoremen's strike shut off this source, a car was shipped from the bay district to finish the job, which caused some delay.

The quantities of asphalt and mineral aggregate required for the job were about 25% less than the amounts specified in the bid items which increased the unit cost of moving in and general overhead.

The contractor made fair progress considering the difficulties and with good bid prices realized a fair profit.

E. H. Clymer
Cost Analyst

By . . K. T. Wechter

RECEIVED
NOV 10 1948
FOR FILING

315-4001

#3040

November 9, 1948

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to D. F. McKenzie, on contract No. 3040, covering surfacing on the Central Point (Pine St.) Section in Jackson County. This payment, in the amount of $577.61, will be made on or after November 19, 1948. The retained percentage is $340.40.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

L. H. Hagen Agency
Beaver Bldg.
Oregon City, Oregon

NOTED ON CARD

11-9-48, gl

RECEIVED
OCT 22 1948
FOR FILING

315-4001

3040

October 21, 1948

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Wash.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to release to D. F. McKenzie a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3040 for surfacing on the Central Point (Pine St.) Section in the County of Jackson. This payment, which is in the amount of $5,726.31, reduces the retained percentage to 1% of the total amount earned by the contractor, or the sum of $322.54. The present payment to the contractor will be made on or after November 1, 1948.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

L. H. Hagen Agency
Beaver Bldg.
Oregon City, Oregon

NOTED ON CARD

10-21-48 gl

Form E-1-4M-1-46

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 18th., 1948

Section Central Point (Pine Street)

Kind of work Bituminous Macadam Surfacing

Highway City Street

Section prefix 815 - 4001

Contractor D. F. McKenzie

Contract number 3040

Date of contract August 9th., 1948, 19

Date of completion October 15th., 1948, 19

Date work started September 7th., 1948, 19

Estimated date of completion September 18th., 1948

Amount of contract $ 13,930.00

Per cent of time elapsed 59.70% %

Estimated cost of completed project, exclusive of engineering $ 12,500.00

Per cent of contract completed, based on total contract price 100% %

Engineering cost to date $ 294.00, 2.11% %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed oiling work Monday of this week. Spent rest of week cleaning up, maintaining and raising manholes and monument boxes.

Barreled excess oil, 4625 gallond at 425 degrees, in state storage lot at Central Point.

RECEIVED
SEP 20 1948
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. M. [illegible]

Signed E. Roberts

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed				0.53	
Miles completed				-------	
Total estimated quantities				0.53 1,200 Cu. Yds.	
Estimated quantities moved or placed to date				95 Tons Oil. 1,200 Cu. Yds.	
Average daily quantities Past Week				95 Tons Oil. 33 Cu. Yds.	
Average daily quantities necessary to complete project on time				4 Tons Oil.	
Number shifts per day				None	
Hours per shift				1	
Average force on project for week				8	
				15	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ......1......, Rollers ......1......, Mixers ......1......, Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers .... Distributor 1 , Trucks 4 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Showers		
Friday	Cloudy		
Saturday	Cloudy		

RECEIVED
SEP 22 1948
FOR FILING

315-400 1
3040

September 3, 1948

Mr. D. F. McKenzie
1465 Mission Street
Salem, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you on August 9, 1948 by the State Highway Commission, as follows:

Contract No. 3040, covering the Central Point (Pine St.) Section in Jackson County.

Contract No. 3042, covering the Kent-Cow Canyon Junction Section of the Sherman Highway in Sherman and Wasco Counties.

The above copies are for your record and files. An executed copy of the contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

P. S.
Mr. McKenzie called in person for above contracts on September 3, 1948.

gl

Central Point
$250,000 Bond
(1948)

SUMMARY OF BIDS RECEIVED

Project Central Point B.M. Proj F. A. Project No.

Highway City St. Engineer's Estimate 15,405.00

County Jackson Date Bids Received Aug 9, 1948

Name and Address of Bidder	Amount of Bid
1. O.C. McKenzie, Salem	$13,930.00
2. Babler Bros., Port	16,230.00

Authorization

1.	Contract amount	$ 13,930.00
2.	Anticipated Add. items:	
	State force landscaping	
	Subtotal, Items 1 to 2	$ 13930.00
3.	Cont. & Engr. (10%)	1393.00
	Subtotal, Items 1 to 3	$ 15323.00
4.	Credit for maint. rock	
	Net authorization, Constr.	$ 15323.00
5.	Rights of way	
6.	Survey	311.00
	Net authorization, Constr.	

Engineer's Recommendation

awarded to
low Bidder

NOTED

NOTED
J. F. HAGEMANN

NOTED

Asst. State Highway Engineer

1 - [illegible] McKenzie, Salem 13,930.00

2 - Babler Bros., Port. 16,230.00

	Authorization	
1.	Contract amount	$ 13,930.00
2.	Anticipated Add. items:	
	State force landscaping	
	Subtotal, Items 1 to 2	$ 13 930.00
3.	Cont. & Engr. (10%)	1393.00
	Subtotal, Items 1 to 3	$ 15323.00
4.	Credit for maint. rock	
	Net authorization, Constr.	$ 15323.00
5.	Rights of way	
6.	Survey	300.00
	Net authorization, Constr. R. of W. and Survey	$ 15623.00
	Additional contracts required:	
	Expected ultimate cost	$ 15,623.00

NOTED
Harold C. Ayers

Engineer's Recommendation

awarded to low Bidder

NOTED
C. H. AR[illegible]RONG

NOTED
J. F. HAGEMANN

NOTED
JOHN W. CATTRALL

Asst. State Highway Engineer

State Highway Engineer

District Engineer, P. R. A.

5-18-48

1948 - $250,000 Allocation

OPTION FOR COOPERATIVE CONSTRUCTION PROJECT

(CITY OF CENTRAL POINT)

In consideration of the preliminary plans, surveys and studies by the State of Oregon, by and through its State Highway Commission (hereinafter referred to as "State"), relating to the improvement, construction, reconstruction, maintenance or repair of the following described street or streets,

Pine Street - from Pacific Highway to Ninth Street, a distance of approximately 2,800 lineal feet

all being within the corporate limits of the City, and in further consideration of the benefits and advantages which the governing body of the City of Central Point feels will enure to the City (hereinafter referred to as "City"), should a project be undertaken for the construction and improvement of said street or streets, and as an inducement for the State to allocate to City, funds from the $250,000 appropriation under the provisions of Chapter 425, Oregon Laws 1947, City does hereby offer to State, and if State should accept the within offer, agrees to cooperate in a project for the improvement, construction or repair of said street or streets on the following terms and conditions:

1. PROJECT: The proposed project is set forth on the City map attached hereto and by this reference made a part hereof, and shall consist of the following:

Patching of low spots with penetration patches
Construction of B-3 Type Penetration Macadam, 50 feet in width, for 1,685 lineal feet, and 40 feet in width for a distance of 1,115 lineal feet

2. RIGHT OF WAY AND EASEMENTS: City will provide, without cost to State, all necessary or proper rights of way and easements for the project.

3. UTILITIES, RELOCATION: City shall, at its sole cost, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric or other utility conduits or poles now within the highways or streets, in conformity with the proposed plans and ultimate requirements of the project.

4. CONSTRUCTION: State shall, when in its judgment the public interest would be best served thereby, by contract, or other means, in its discretion, construct or reconstruct the said street or streets. Upon the completion of the project, the City shall assume the maintenance of the street or streets. It is recognized by City that the State's participation in the project is as a means of aiding the City, and shall, in no manner, be construed as an assumption of jurisdiction over said street, or an assumption of maintenance thereof.

5. COMMENCEMENT AND DESIGN: The date upon which the construction of the project shall commence, the design of the street or streets, and all other construction details shall be committed exclusively to the jurisdiction, discretion and judgment of the State.

6. APPORTIONMENT OF COSTS: The cost of the construction shall be borne by State and City, as follows:

Items and estimated costs, City:

None

Items and estimated costs, State:

Patching and construction of bituminous macadam pavement -	$15,000.00

7. City agrees that the amount expended by State as its share of the within project, shall be deemed an allocation and distribution to the City within the meaning of Section 3 of Chapter 425, Oregon Laws 1947.

8. City agrees that it will upon the execution of this agreement, when any changes are made in existing street grades, proceed to establish the street grades as revised, in accordance with the city charter and city ordinances.

State shall have the irrevocable right to exercise or accept the within offer for a period of sixty (60) days from the date hereof. State may accept the offer herein by the passage of a resolution accepting said offer, and by notice of such resolution given over the signature of its secretary and addressed to the City and its governing body.

Regardless of any act or acts of its officers, agents or employees, State shall be under no obligation to City until such time as it has formally accepted the within offer.

Dated this 18th day of May 1948.

APPROVED:
J M Devers
Chief Counsel, Oregon State
Highway Commission

CITY OF CENTRAL POINT, by its
governing officers.
By Ernest E. Scott
Mayor
By Arden B Pinkham
Recorder

APPROVED:

State Highway Engineer

Accepted by Oregon State Highway Commission June 28, 1948 (date).

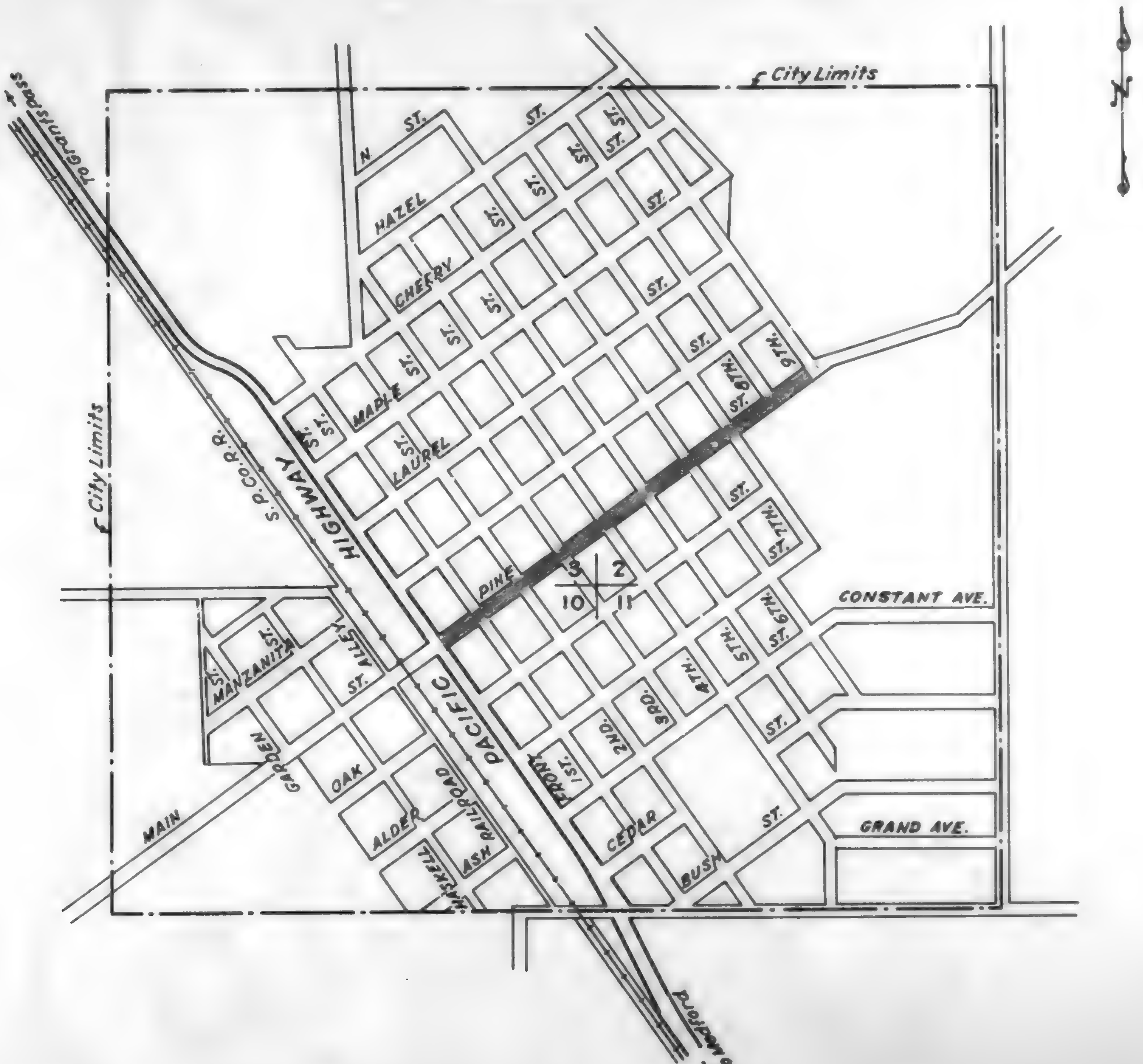
Notice given to City July 1, 1948 (date).

OREGON STATE HIGHWAY COMMISSION
/s/ H. B. Glaisyer
SECRETARY

HCA:me
5-7-48

CENTRAL POINT

Scale 1"=800'



May 11, 1948

Honorable Ernest E. Scott, Mayor
Central Point, Oregon

Dear Sir:

We are enclosing herewith six copies of an agreement prepared under an option form for the City of Central Point, setting forth the things to be undertaken by the city and by the state as a cooperative project for an expenditure of funds as provided in Chapter 425, Oregon Laws 1947, which provides a $250,000 appropriation or special fund for use in cities on city streets which are subjected to unusual traffic conditions by reason of industrial expansion or by sudden increase in population.

Please note that this agreement provides that the state shall have a right to exercise or accept the within offer for a period of 60 days from the date of the option when signed by the proper city authorities.

Please note that, under item 6, apportionment of costs, the construction items are for the state only, and the amount is $15,000, which is the maximum allocation for any city as authorized by the State Highway Commission.

In order to expedite the matter of completing the option agreement, it would be appreciated, if the city does not have a regular council meeting within the near future, that a special meeting be called, at which time the option form can be adopted and the mayor and recorder authorized to sign the agreement.

Please note that under item 8, page 3, the city will agree to establish street grades whenever any changes are made in existing street grades. Also, please note, under item 4, page 2, that upon the completion of the project the city shall assume the maintenance of the street or streets.

All six copies of the option form should be executed by the proper city authorities, and all six returned to Salem, to the Oregon State Highway Commission, attention of County and City Relations Department.

A small city map is attached to each copy of the agreement, on which is indicated the street upon which the project is contemplated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Oscar Cutler
Engineer, County and City Relations

OC:ms

Encl.

NOTED
Harold C. Ayers

Central Point
($250,000 acct)
(1948)

Salem, Oregon
April 21, 1948

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Sir:

I have a letter under date of April 20 from Forrest Cooper, Assistant Division Engineer at Roseburg, with regard to the proposed street job in Central Point, recommended to the Commission and approved by them for an expenditure under the provisions of the $250,000 account for special street work.

Mr. Cooper asks whether order should be worked up for the work to be contracted or the work to be done by the Maintenance Department.

In our recommended projects approved by the Commission, this project was tentatively scheduled to be performed by contract. Mr. Cooper desires to know how to proceed.

I believe you have a copy of Mr. Cooper's letter.

Very truly yours,

Oscar Cutler
Engineer, County and City Relations

OC:me

cc Mr. Forrest Cooper

Central Point
$250,000 Fund
(1948)

FORM E-30 25M 7-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 20, 1948

SUBJECT: Street Work
Central Point

To:

Oscar Cutler

Dear Sir:

With further reference to the street job for the City of Central Point, may I ask how is it proposed to do this work? Are we to submit maintenance department orders or is it to be worked up for contracting?

Very truly yours,

K D. LYTLE
Division Engineer

By: Forrest Cooper
Asst. Div. Engr.

cc: Smith
Collier

NOTED
Harold C. Ayers

RECEIVED
APR 21 1948
ENGINEER
COUNTY & CITY RELATIONS

Salem, Oregon
April 19, 1948

Mr. K. D. Lytle
Division Highway Engineer
Roseburg, Oregon

Attention: Mr. Forrest Cooper
Assistant Division Engineer

Dear Sir:

I refer to your letter of April 14 with regard to Central Point street work, and am returning the map and cross-sections to your office.

I had originally thought that perhaps the old asphaltic material should be removed, and Mr. Paul Rynning had also recommended that the old asphalt be removed.

I now believe, however, that your recommended suggestion for the work in Central Point is all that can be done and should be satisfactory.

Very truly yours,

Oscar Cutler
Engineer, County and City Relations

OC:me

FORM E-30 8SM 7-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

April 14, 1948

SUBJECT: Central Point
Street Work

To: Oscar Cutler

Dear Sir:

Am submitting a map and cross sections showing the rough details of Pine Street in Central Point. After making a study of this job, I recommend patching of the present street, using crushed gravel and an asphalt kettle (penetration patching) and then covering the existing pavement with a B-3 Type penetration macadam. I am enclosing detail sheet showing items and cost estimate.

This recommendation is based somewhat on what we can do rather than strictly what should be done. The original surfacing in its entirety was laid in 1912 and while it has not been a signal success, it has lasted 36 years with nothing more in the way of maintenance than a light seal job or two on parts of the street. The subgrade under the concrete is weak and in place poorly drained but we simply do not have the funds to construct a standard street section with adequate topping below the pavement.

Please let us hear from you if you wish us to do anything further on this job.

Very truly yours,

K. D. LYTLE
Division Engineer

By:
Asst. Div. Engr.

encs

RECEIVED
APR 15 1948
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

Details of Central Point Job April 14, 1948

Section from Sta. 0+00 to Sta. 16+85:

$$\frac{1685 \times 50}{9} = 9361 \text{ Sq. Yd.}$$

Section from Sta. 16+85 to Sta. 28+00:

$$\frac{1115 \times 40}{9} = 4956 \text{ Sq. Yd.}$$

Total: 14,317 Sq. Yd.

B-2

Asphalt 1.94 Sq. Yd. = 27,775 + 10% = 30,500 Gals.
Rock .097 Sq. Yd. = 1,405 + 10% = 1540 Cu.Yd.

$\frac{30,500 \text{ Gals.}}{239}$ = 128 Tons @ $35.00 =	$4480.00
4.75 45	
1540 Cu. Yd. Rock @ $3.50 =	$5390.00
Raise 12 Manholes @ $50.00 =	600.00
Misc. Patching, etc.	1000.00
	11470.00
Plus 10% engineering	1130.00
	$12600.00

Original copy
returned to
Mr. Lytle 4-19-48

Re: Central Point 4-8-48

Mr. Cutler:

Saw the letter from Paul Rygmy:

We did not contemplate covering the present pavement, untill definite finding of base and leveling course and what had caused pavement failure—

Mr. Lytle that pavement—(asphalt) too thin.
Mr. Cooper that base was poor.
I that gravel between Concrete and asphalt was causing trouble.

So they were going to cut clean thru and see what could be found.

HBA.

P.S. We all feel that it would do no good to remove the asphalt and gravel, if base of concrete was poor, and pave over P.C. again.
Would not same condition again happen?

HBA

OK,
JB

[illegible]

April 5, 1948

Mr. Paul B. Rynning
County Engineer of Jackson County
Medford, Oregon

Dear Sir:

I wish to acknowledge receipt of your letter of April 3 with regard to Central Point.

The matter of improving this street has been turned over to Mr. Lytle's division, and their recommendations will be made in regard to the improvement. I am sending Mr. Lytle a copy of your letter.

I wish to thank you for your letter, because it coincides with the thought that I had in mind when we were looking over the project at the time I was there in December.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Oscar Cutler
Engineer, County and City Relations

OC:me

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

April 3, 1948

Mr. Oscar Cutler
Assistant Staff Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Oscar:

In talking to one of the men from your department concerning the preparation of the pavement within the City of Central Point, he advised me that some thought is being given to placing a new black-top surfacing over the present one. When you were down here, we discussed that matter and I believe we both decided it would be better to remove the entire sheet asphalt, placing a new black-top on the concrete base.

It is my sincere opinion that you will not be able to obtain a good job by topping the sheet asphalt. The life is entirely gone and I know it will continue to crack and show up through the new surfacing. I do not believe that it will cost a great deal to remove the sheet asphalt. The City of Medford repaired several streets and had no trouble removing the old pavement where there was a concrete base.

I have no particular interest in the City of Central Point except as a citizen and I would rather see you shorten up the job if necessary and do a better job.

Yours truly,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:bj

NOTED
Harold C. Ayers

RECEIVED
APR 5 1948
ENGINEER
COUNTY & CITY RELATIONS

Noted

NOTED
J. F. HAGEMANN

NOTED
JOHN W. CATTRALL

Central Point
$250,000 Fund
(1948)

C
O
P
Y

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

April 3, 1948

Mr. Oscar Cutler
Assistant Staff Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Oscar:

In talking to one of the men from your department concerning the preparation of the pavement within the City of Central Point, he advised me that some thought is being given to placing a new black-top surfacing over the present one. When you were down here, we discussed that matter and I believe we both decided it would be better to remove the entire sheet asphalt, placing a new black-top on the concrete base.

It is my sincere opinion that you will not be able to obtain a good job by topping the sheet asphalt. The life is entirely gone and I know it will continue to crack and show up through the new surfacing. I do not believe that it will cost a great deal to remove the sheet asphalt. The City of Medford repaired several streets and had no trouble removing the old pavement where there was a concrete base.

I have no particular interest in the City of Central Point except as a citizen and I would rather see you shorten up the job if necessary and do a better job.

Yours truly,

(sgd) Paul B. Rynning
County Engineer

PBR:bj

250,000 48

Central Point 4-1-48

With Mr. Forrest Cooper again looked project over - Mr. Cooper contends base of P.CC is defective and is cause of failure.
Mr. Lytle contends asphalt coat was too thin.

I contend gravel leveling course between P.C.C. and asphalt is heaviest contributory failure

Because of lack of knowledge of base Mr. Cooper decided to cut through entire pavement and find out the structure of entire pavement

Mr. Cooper & Lytle contend a B-2 or B-3 bladed level would fix this street in a satisfactory manner.
I contend if base or leveling course is bad, to coat present pavement would only be a temporary improvement and would eventually create a greater cost for complete removal, and so feel we should shorten up job and do as much as possible in best manner possible considering limited funds

The matter was left undecided until the pavement was cut through and we knew just what was the cause of failure
Mr. Cooper promised to let us know the findings of the mining!!

H C Ayers

$250,000 (48)

Central Point. 3-16-48

Contacted Mr. A. R. Pinkham, City recorder, who made re survey with me on Pine St.

This street if repaired will be costly, and I suggested the city consider a plan to route heavy traffic to Oak Street from seventh as it would be a much simpler job to prepare Oak St for heavy traffic than it be to repair Pine st.

Asked them to take this matter up with Mr. Rynning if they so chose. and to advise us of their decision.

If this was not feasible or acceptable. it will be necessary to cut down length of job we could undertake at this time. The old surface will have to come off and be hauled 3.42 miles which would cost, if entire job was undertaken, too much to allow any repaving. also requested them to endeavor to locate a dump, for old pavement, which would not require such a long haul. and to advise us of this also.

Impressed upon Mr. Pinkham the need for speed in his answers to above questions as time was short —

HBC. 3-19-48.

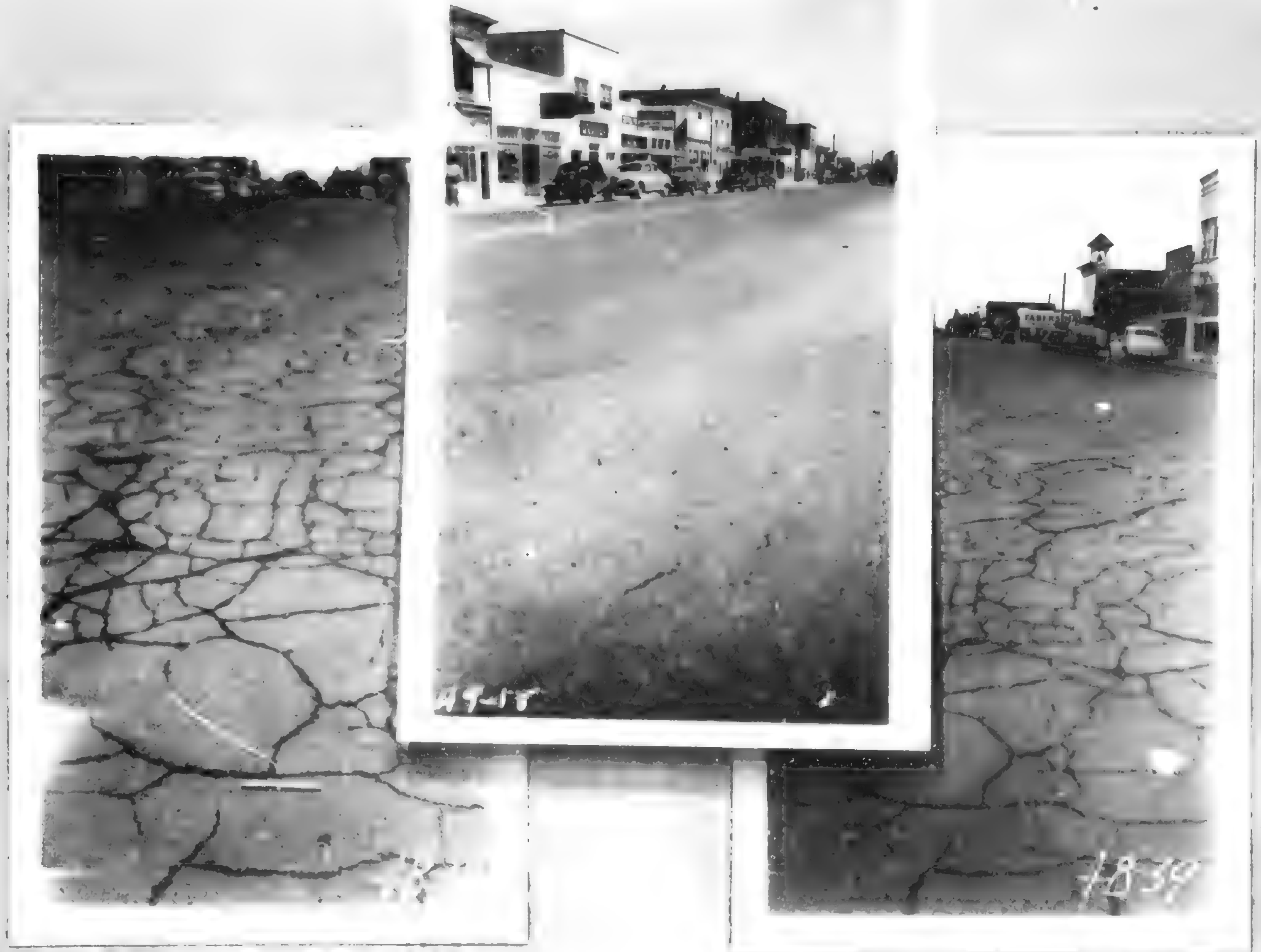
Central Point

The only dump is 3½ mile away at City Dump.

Man hole at each intersection or 10.

48-36 Picture 6 - typical
48-37 " 7 - Pine St ~~looking~~ at 2nd looking northeasterly.

Intersection 36' wide



Central Point 3-16-48
Typical of surface condition

Central Point 3-16-48
Pine Street at 2nd,
looking east

– Central Point –

Remove and dispose of present surface

5280 x .38 = 2006.40

2007 x 50 = 100350 sq ft

100350 x .5 50175 cu ft

50175 ÷ 27 = 1858 cu yds

1858 x 1.50 $ 2787.00

1858 x 3.43 x .20 1274.60

4061.60

1830 tons A.C. @ 12.00 21,960

Central Point

1.50 cu yd ex & load

.20 yd mile haul.

REGULA EETING OF COUNCIL, FIRST MONDAY IN EACH M H

OFFICERS
ERNEST E. SCOTT, MAYOR
GUY TEX, RECORDER
EDW. W. JONES, TREASURER
HARRY C. SKYRMAN, ATTORNEY
DR. W. H. HECKMAN, HEALTH OFFICER
ARDEN PINKHAM, MARSHAL & WATER SUPT
HENRY WAELTY, STREET SUPT. & DEPUTY
C. A "JACK" THARP, FIRE CHIEF

COUNCILMEN
H. M. DORLAND, CHAIRMAN
RAY W. ANDERS
JAMES M. CUMMINGS
ROY E. KELLY
L. H. MORRIS
JOHN ROBISON

City of Central Point

CENTRAL POINT, OREGON

March 11, 1948

Mr.Oscar Cutler
Engineer, County & City Relations
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

I have been asked by the City Council to find out what restrictions govern the spending of State Tax Street Fund money. Whether the money can be used to pay for road equipment repairs, payment of salerys, or the purchase of road equipment.

It is also noted that The City of Central Point has been listed among the cities which will receive benefits from the $250,000 fund which was set aside for work on city streets, not a part of the State Highway system. We would like to know how much is to be spent here, if you can tell us.

Respectfully yours
Arden R Pinkham
Arden R. Pinkham
City Recorder

NOTED
J. F. HAGEMANN

RECEIVED
MAR 12 1948
ENGINEER
COUNTY & CITY RELATIONS

~~RECEIVED~~
~~MAR 11 1948~~

NOTED
Harold C. Ayers

NOTED
JOHN W. CATTRALL

Form 44—E-17814—5M—8-30

STATE OF OREGON

TABULATION SHEET

HIGHWAY DEPARTMENT

City: Central Point
Street: Pine

Date: Oct. 29, 1947

MP	-Point-	Miles	Width	Type	Condition	
0.00	Jct. #99	0.38	52 curb to curb 49 1/2 gutter to gutter	Sheet Asph. on Conc. Base	bad	Remove existing sheet asphalt & replace with Bit. Conc. 3"-4" deep.
0.055	1st St.					
0.11	2nd St.					
0.165	3rd St.					
0.22	4th St.					
0.275	5th St.					
0.33	6th St.					
0.38	7th St.	0.16	40' curb to curb 38' (gutter to gutter)	Sheet Asph. on [illegible] Base	bad	ditto
0.435	8th St.					
0.49	9th St.					
0.51	St. Right					
0.54	St. Left					
0.67	City limits	0.13	24'	Oil Mat	Poor	patch & re-oil.

220

[illegible]
(#250,000 [illegible])
(1948)

October 24, 1947

Mr. Arden R. Pinkham
City Recorder
Central Point, Oregon

Dear Mr. Pinkham:

This is to advise that I am planning to be in Medford the night of October 28, and about 9:30 A. M. on the morning of October 29, in company with Mr. Rynning, County Engineer of Jackson County, will call upon the city officials of Central Point and discuss with you your application for consideration in maintaining or improving Pine Street, from the east city limits to Highway 99, under the provisions of the amended State Tax Street Fund act.

Very truly yours,

Oscar Cutler
Engineer, County and City Relations

OC:me

Central Point
[illegible]
(1948)

October 24, 1947

Mr. Paul B. Rynning
County Engineer of Jackson County
Medford, Oregon

Dear Paul:

I am planning to be in Medford the night of October 28, expect to arrive that evening, and, if convenient for you, I would like to go to Central Point on Wednesday morning, the 29th, about 9:00 A. M., and look over the street on which they have requested assistance in maintaining or improving with a portion of the State Tax Street Funds which were set up under the provisions of the amended State Tax Street Fund act.

Very truly yours,

Oscar Cutler
Engineer, County and City Relations

OC:mo

October 17, 1947

Mr. Arden R. Pinkham
City Recorder
Central Point, Oregon

Dear Mr. Pinkham:

I wish to acknowledge receipt of the application made by the City of Central Point requesting consideration by the Commission of the city's request for assistance on Pine Street from the $250,000 allocated to the cities by the 1947 legislature.

Someone from this Department will contact the city as soon as possible. This may be two or three weeks, because of the fact that there are a large number of cities in the state, and it takes some time to get around.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Engineer, County and City Relations

OC:me

OFFICERS
ERNEST E. SCOTT, MAYOR
GUY TEX, RECORDER
EDW. W. JONES, TREASURER
HARRY C. SKYRMAN, ATTORNEY
DR. W. H. HECKMAN, HEALTH OFFICER
ARDEN PINKHAM, MARSHAL & WATER SUPT
HENRY WAELTY, STREET SUPT. & DEPUTY
C. A "JACK" THARP, FIRE CHIEF

REGULAR ETING OF COUNCIL, FIRST MONDAY IN EACH MO

City of Central Point

COUNCILMEN
H. E. DORLAND, CHAIRMAN
RAY W. ANDERS
JAMES M. CUMMINGS
ROY E. KELLY
L. H. MORRIS
JOHN ROBISON

CENTRAL POINT, OREGON
October 14, 1947

Mr. Oscar Cutler
Engineer, County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed find two copies of Resolution 77 of the City of Central Point, asking the Oregon State Highway Commission to consider and declare Pine Street of this city as Qualified for reconditioning and other improvement out of funds made available through the $250,000 appropriation of State Highway Revenues.

As you know the Jackson County Road Department is constructing a new road from the east end of Pine Street, Central Point to the Sam's Valley Market Road. And the new bridge over Bear Creek will make it possible for the lumber and logging trucks which are hauling to our mills,and the mills a few miles north and south of here, to travel through Central Point. At present, and for the past several years they have been forced to follow the Crater Lake Highway to Medford and then come to Central Point on the Pacific Highway, because the old bridge over Bear Creek would not carry their weight.

With this thought in mind we have asked the mills for information that will help us to estimate the amount of increase in traffic on Pine Street, as soon as Jackson County's construction program is completed. The following information is taken from the figures submitted by the above mentioned mills.

Cheney Forrest Products	30 plus, lumber	trucks	per	day.
Jackson Creek Lumber Co.	37 log and lbr.	"	"	"
So.Ore.Sugar Pine Co.	16 lumber	"	"	" and
	32 to 48 log	"	"	"
Elk Lumber Co.	42 logging	"	"	"
Ross & DeArmond	35 lumber	"	"	"

From these figures we conclude that there will be an absolute increase of 200 (each way) log and lumber trucks per day plus a possible increase of 50 per cent over the present, in the amount of travel to and from the farms to the northeast of Central Point.

At present Pine Street is very rough and will break down under the weight of heavy traffic.

It is our sincere hope that the Commission will be able to grant the help asked for in the accompanying Resolution.

Respectfully yours
Arden R Pinkham
Arden R. Pinkham
City Recorder

NOTED
J. F. HAGEMANN

JACKSON CREEK LUMBER CO., INC.
MANUFACTURERS
DOUGLAS AND WHITE FIR — PONDEROSA AND SUGAR PINE
P. O. BOX 501
MEDFORD, OREGON

October 10, 1947

City of Central Point
Central Point, Oregon

Gentlemen:

Regarding comtemplated hauling of logs and lumber into our Planing Mill at Central Point, Oregon and our sawmill at Jacksonville, Oregon, we comtemplate at this time the following volumes of lumber and logs will be routed over the new Bear Creek Bridge coming into Central Point.

Logs - 28 truckloads per day - five days a week.
Lumber - 9 truckloads per day - five days a week.

Yours very truly,

Jackson Creek Lumber Co., Inc.

A. W. Lingaas

AWL/ra

ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS, CAR SHORTAGE OR OTHER CAUSES OF DELAY BEYOND OUR CONTROL.

CHENEY FOREST PRODUCTS
MANUFACTURERS AND EXPORTERS
Pacific Coast Forest Products
P. O. BOX 928
MEDFORD, OREGON

October 10, 1947

City of Central Point
Central Point, Oregon

Gentlemen:

We understand that you are attempting to obtain funds from the State for the improvement of the highway at Central Point leading into Central Point from the East. We receive almost one hundred percent of our lumber from the Prospect, Oregon locality which lumber now must be trucked to Medford and then out to Central Point. This is due to inadequate bridge and highway leading from the Crater Lake highway to Central Point. We have an excess of thirty trucks a day hauling to our remanufacturing mill and loading docks at Central Point and if the highway is improved and the trucks can take the short cut into Central Point this will mean a saving of three hundred sixty (360) miles per day.

In addition to the above saving for the truckers, I believe the City of Central Point would benefit greatly by opening their approach from the East as these truckers do their shopping before returning to the woods at Prospect. At the present time these truckers shop at Medford but if they can save this mileage they would, I am sure, gladly do their shopping and purchase their gas and truck accessories at Central Point.

Very truly yours,

CHENEY FOREST PRODUCTS

BY Francis I. Cheney

FIC/dm

RESOLUTION

77

10-6-47

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Central Point, Ore. is an incorporated city of the State of Oregon, and has a population of 1,158 (1156 (1940 census) m.), as given by the latest official census, and

WHEREAS, the following streets of said city, ____________

Pine Street from the East City limits to Highway 99

____

____

____

____

____,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: ________

____Pine Street from the East City limits to Highway 99____________

____

____

____

____

____,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Central Point, Ore. does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 6th day of October, 1947.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

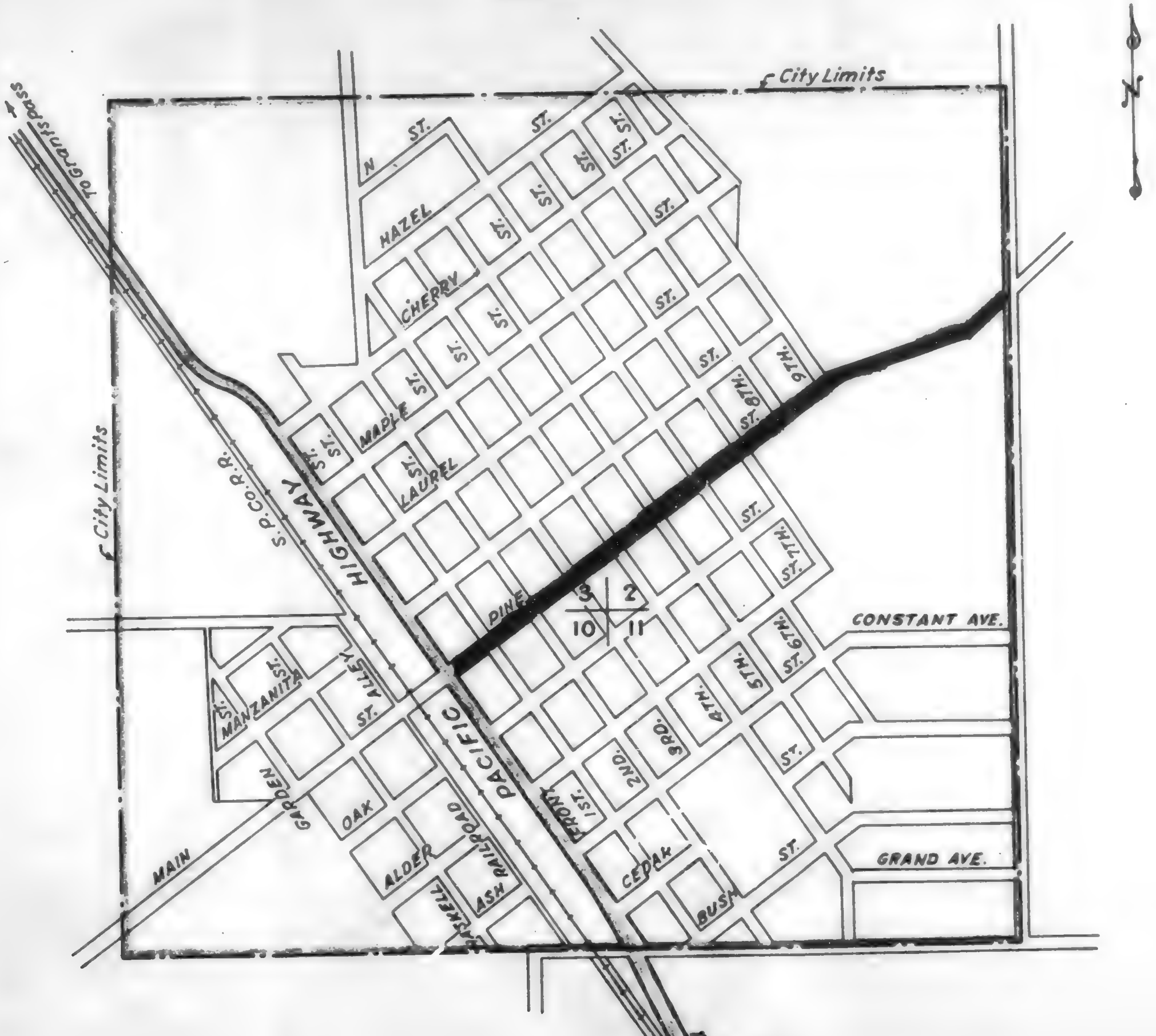
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Central Point, Ore. at a regular or special meeting of said council, held on the 6th day of October, 1947, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8th day of October, 1947.

Arden R Pinkham
City Recorder

CENTRAL POINT

Scale 1"=800'



Rev. 8-5-'46

Central Point
($250,000 Fund)
(1948)

September 16, 1947

Mr. Arden R. Pinkham
City Recorder
Central Point, Oregon

Dear Sir:

Reference is made to your letter of September 13, requesting resolution forms to be used in making application for work on streets not a part of the state highway system. You are no doubt referring to the $250,000 to be set up and administered by the State Highway Commission as provided in Chapter 425, Oregon Laws 1947.

We are enclosing herewith three copies of a resolution form, to be adopted by the city council, whereby the city officially requests participation in the proposed fund. This resolution should indicate the streets on which the improvement, maintenance, or repair, is requested. The map should be colored, indicating the streets also.

It is our understanding that the amended act passed by the 1947 legislature setting up the fund of $250,000 does not become effective until January 1, 1948, and that no money will be available for assistance to the cities until after that date. However, the resolution should be forwarded so that an investigation can be made and a determination made as to whether or not the request is eligible for consideration.

One copy of the resolution should be retained by the city for the city's records, and the other two copies forwarded to the Oregon State Highway Commission at Salem, Oregon, attention of Oscar Cutler, Engineer, County and City Relations.

I wish to again emphasize that it is our understanding that any money from the $250,000 appropriation to be administered by the State Highway Commission will not be available until January 1, 1948.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

me
Encl.

Oscar Cutler
Engineer, County and City Relations

17-4202 Illinois River Br., E. & W. 1948
Fork-Redwood Hwy.: Robertson Br. over
#3041 Rogue River, Rogue River Loop Hwy.

RECEIVED
FEB 24 194
FOR FILING
FORM E-90 10M 12-46 27990

17-4202
3041

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1949

SUBJECT: Painting Josephine County
Bridges, Contract No. 3041

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

The total cost of $9,251.74, which Mr. Hawke's report shows for this project, was apparently taken off the books some time ago.

Under this contract we furnished the contractor paint. The contractor also had other work with us, and when the paint was first sent out, it was all charged to this prefix. About a month ago, a credit memorandum in the amount of $1,069.50 was sent through covering the paint originally charged but not used on this project. This would reduce the total cost to $8,182.24, in accordance with Mr. Hawke's report.

Actually, our records show that the costs and authorizations were as follows:

ITEM	AUTHORIZATIONS	EXPENDITURES
Contract	$7,500.00	$7,500.00
Contingencies	300.00	221.50
Engineering	450.00	482.74
	$8,250.00	$8,204.24

You will note that we are actually below the original authorization on this project.

Very truly yours,

G. S. Paxson
G. S. Paxson
Bridge Engineer

NOTED
W. C. WILLIAMS

GSP:gm

RECEIVED
DEC 31 1948
FOR FILING

17-4202

3041

December 30, 1948

General Casualty Co. of America
J. C. Finlay, Agent
Board of Trade Bldg.
Portland, 4, Oregon

Dear Sir:

This is to advise you that State Highway Contract No. 3041 for painting bridges on Redwood & Rogue River Loop Highways, in Josephine County, has been completed by the contractor, Antonsen Painting Co., and final payment in the amount of $6,960.00 will be made on or after January 10, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $7,500.00 and that no force account work was performed therein. This contract was completed on November 5, 1948 and accepted by the Commission on December 20, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Washington

NOTED ON CARD
12-31

RECEIVED
SEP 17
FOR FILING

17-4202

3041

September 16, 1948

Antonsen Painting Company
1711 Center Street
Tacoma 3, Wash.

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3041 which was awarded to you on August 9, 1948 by the State Highway Commission, covering painting of Josephine County Bridges on Redwood and Rogue River Loop Highways. This copy is for your records and files. An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Received

RECEIVED
AUG 16 1948
FOR FILING

3641

17-4202

August 12, 1948

Antonsen Painting Co.
3711 Center Street
Tacoma, Washington

Gentlemen:

The State Highway Commission on August 9 awarded you the contract for cleaning and painting the West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge on the Redwood Highway and the Robertson Bridge over the Rogue River on the Rogue River Loop Secondary Highway, in Josephine County. This award was based on your low bid of $7,500.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

ec

cc - Mr. R. H. Probert
Mr. G. S. Paxson

NOTED
H. B. GLAISYER

28-4205 Kent-Cow Canyon Junction re-oiling
project, Sherman Highway 1948

#3042

RECEIVED
DEC 6 1948
FOR FILING

28-4205

3042

December 3, 1948

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Wash.

Gentlemen:

This to advise you that State Highway Contract No.3042, for reoiling on the Kent-Cow Canyon Junction Section of Sherman Highway in Sherman and Wasco Counties, has been completed by the contractor, B. F. McKenzie, and that final payment in the amount of $810.81 will be made on or after December 13, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $827,027.06, and that no force account work was performed therein. The above contract was completed September 15 and accepted by the Highway Commission November 3, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the contractor on this job. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

L. M. Hagen Agency
Beaver Bldg.
Oregon City, Oregon

NOTED ON CARD
12-3-48

RECEIVED
OCT 19 1948
FOR FILING

[illegible]-42-05

3042

October 18, 1948

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Wash.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to D. F. McKenzie, on contract No. 3042, covering recoiling on the Kent-Cow Canyon Junction Section of the Sherman Highway in Sherman and Wasco Counties. This payment, in the amount of $26,216.25, will be made on or after October 28, 1948. The retained percentage is $810.81.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

L. B. Hagen Agency
Beaver Bldg.
Oregon City, Oregon

NOTED ON CARD
11-15-48

RECEIVED
SEP -3 1948
FOR FILING

28-4205

3042

File

September 3, 1948

Mr. D. F. McKenzie
1465 Mission Street
Salem, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you on August 9, 1948 by the State Highway Commission, as follows:

Contract No. 3040, covering the Central Point (Pine St.) Section in Jackson County.

Contract No. 3042, covering the Kent-Cow Canyon Junction Section of the Sherman Highway in Sherman and Wasco Counties.

The above copies are for your record and files. An executed copy of the contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

P. S.
Mr. McKenzie called in person for above contracts on September 3, 1948.

gl

Form E-1—5M—1-46

28-4205

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 3,1948, 19

Section Kent - Cow Canyon Junct.

Highway Sherman

Contractor D.F.McKenzie

Date of Contract Aug. 9,.1948, 19

Date work started Sept. 2,1948, 19

Amount of contract $ 30,083

Kind of work Reoiling

Section prefix 28-4205

Contract number 3042

Date of completion Sept. 15,1948, 19

Estimated date of completion Sept. 15,1948, 19

Per cent of time elapsed 64 %

Estimated cost of completed project, exclusive of engineering $ 30,083

Per cent of contract completed, based on total contract price 3 %

Engineering cost to date $, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Started patching on Thursday, and expect to start laying oil on Tuesday of next week.

RECEIVED
SEP 9 - 1948
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. M. [illegible]

Signed Dean Swift

Address The Dalles, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				24.0	
Miles partially completed				.00	
Miles completed				00	
Total estimated quantities				4,400	
Estimated quantities moved or placed to date				.00	
Average daily quantities				00	
Average daily quantities necessary to complete project on time				500	
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				5	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1......., Power graders ....1......., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair all week no lost time		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 16 1948
FOR FILING

3042
28-4205

August 12, 1948

Mr. D. F. McKenzie
1463 Mission St.
Salem, Oregon

Dear Mr. McKenzie:

The State Highway Commission on August 9 awarded you the contracts for the Kent-Cow Canyon Junction Re-oiling Project on the Sherman Highway in Sherman and Wasco Counties and for the Central Point Bituminous Macadam Surfacing Project on Pine Street, in Jackson County. These awards were based on your low bids of $30,083.00 and $13,930.00, respectively, which were submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc - Mr. J. E. Probert

NOTED
H. B. GLAISYER

6-1113 Beaver Creek Bridge, Oregon Coast
Highway 1948

#3043

RECEIVED
NOV 25 1949
FOR FILING

6-1113

3043

November 25, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3043, covering construction of the Beaver Creek Bridge on the Oregon Coast Highway in Coos County, has been completed by the contractor, Tom Lillebo, and that final payment in the amount of $4,650.44 will be made on or after December 5, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $146,189.70, of which amount $272.94 represents force account items. This contract was completed on October 21 and accepted by the Commission on November 8, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

11-26-49 gl

RECEIVED
OCT 19 '49
FILING
6-1113

3043

October 19, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Tom Lillebo a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3043 for construction of the Beaver Creek Bridge on the Oregon Coast Highway in Coos County. This payment, which is in the amount of $7,821.26, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,377.50. The present payment to the contractor will be made on or after October 29, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc: Rodgers Insurance Agency
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
10-19-49

RECEIVED
OCT 6 1948
FOR FILING

6-1113

3043

October 5, 1948

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3043, which was awarded to you on August 10, 1948 by the State Highway Commission, covering the Beaver Creek Bridge on the Oregon Coast Highway in Coos County. This copy is for your records and files.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
AUG 16 1948
FOR FILING

6-1113

3043

August 12, 1948

Mr. Tom Lillebo
Reedsport
Oregon

Dear Mr. Lillebo:

The State Highway Commission on August 10 awarded you the contract for the Beaver Creek Bridge on the Oregon Coast Highway in Coos County. This award was based on your low bid of $155,760.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

ss

cc - Mr. S. E. Probert
Mr. G. S. Paxson

NOTED
H. B. GLAISYER

106-4212 Paint Catching Slough Bridge,
Coos River Second. 1948

#3044

RECEIVED
DEC 7 1948
FOR FILING

106-42121

3044

December 6, 1948

St. Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

This to advise you that State Highway Contract No. 3044 for painting the Catching Slough Bridge on the Coos River Highway, in Coos County, has been completed by the contractor, J. S. Morris Co., and that final payment in the amount of $2,775.00 will be made on or after December 16, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $2,775.00, and that no force account work was performed therein. The above contract was completed on October 21 and accepted by the Commission on November 3, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: St.Paul-Mercury Indemnity Co.
W. C. Williams, Agent
1012 Failing Bldg.
Portland 4, Oregon

NOTED ON CARD

12-6-48 g

RECEIVED
SEP - 9 1948
FOR FILING

106-4212

3044

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1948

SUBJECT:

File

To: ~~Mr. Paul Dany~~
~~Bridge Maintenance Foreman~~
~~State Highway Department~~
~~Coquille, Oregon~~

Cont. 3044

Dear Sir:

The correct prefix for the painting of the Catching Slough Bridge in Coos County is 106-4212 instead of 6-4212.

Very truly yours,

W. A. Reeves
Bridge Office Engineer

dw

cc K. B. Lytle
D. B. Parkes ✓
M. O. Smith
C. F. Hagemann
W. O. Widdows

RECEIVED
SEP - 2 1948
FOR FILING

106-4212

3044

September 1, 1948

J. S. Morris Co.
2439 Webster St.
Berkeley 5, Calif.

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3044, which was awarded to you on August 10, 1948 by the State Highway Commission, covering painting of the Catching Slough Bridge in Coos County. This copy is for your record and files. An executed copy is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
AUG 12 1948
FOR FILING

3044
104-4212

August 11, 1948

J. S. Morris Co.
2439 Webster St.
Berkeley 5, Calif.

Gentlemen:

The State Highway Commission on August 10 awarded you the contract for cleaning and painting the Catching Slough Bridge on the Coos River Secondary Highway, in Coos County. This award was based on your low bid of $3,000.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cs

cc - Mr. R. H. Probert
Mr. G. S. Paxson

10-4210 Paint Winston Br. over Umpqua 1948
River, Pacific Hwy.
#3045

RECEIVED
DEC 7 1948
FOR FILING

10-4210

3045

December 6, 1948

J.C. Finlay, Agent
General Casualty Co. of America
Board of Trade Bldg.
Portland 4, Oregon

Dear Sir:

This is to advise you that state highway contract No. 3045 for work on the Umpqua River, Winston Br. Section of the Pacific Highway, in Douglas County, has been completed by the contractor, Douglas Paint & Hardware Co., and that final payment in the amount of $3,132.50, will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor and materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work, and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $3,132.50, and that no force account work was performed therein. This contract was completed on October 30, 1948, but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FN

cc - General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Washington
Attn: Legal Dept.

NOTED ON CARD
12-6-48

RECEIVED
AUG 30 [illegible]
FOR FILING

10-4210

August 26, 1948

Douglas Paint & Hardware Co.
906 South Stephens St.
Roseburg, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3045, which was awarded to you on August 10, 1948 by the State Highway Commission, covering painting the Winston Bridge over the Umpqua River on the Pacific Highway, in Douglas County. This copy is for your record and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
AUG 12 1948
FOR FILING

3045
10-4210

August 11, 1948

Douglas Paint & Hardware Co.
Roseburg
Oregon

Gentlemen:

The State Highway Commission on August 10, 1948, awarded you the contract for cleaning and painting the Winchester Bridge over the Umpqua River on the Pacific Highway in Douglas County. This award was based on your low bid of $3,370.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc - Mr. [illegible] Probert
Mr. G. S. Paxson

18-1119 Salt Creek-Odell Butte Sec., 1948
Willamette Hwy.
#3046

CEIVED
APR 1
FOR FILING

18-1119

Files

OREGON STATE HIGHWAY COMMISSION

April 17, 1950
(Date)

3646	10-final	E. C. Hall Co.	
(Contract No.)	(Est. No.)	(Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
5655	372858 ✓	17,160.86 ✓	4/14/50

[illegible]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: APR 18 1950

NOTED ON CARD

4-18-50, gl

OREGON STATE HIGHWAY COMMISSION

April 17, 1950
(Date)

3046	10-final	E. C. Hall Co.
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
5655	372858	17,160.86	4/14/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Sep. 30, 1949

ACCOUNTING DIVISION

Completed: Sep. 9, 1949

Contract Accepted: Dec. 19, 1949

Time Extensions: None Needed

Penalties: None of Record

Claims: None outstanding of record

Remarks:

Date: 4-18-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
FEB 27 1950
FOR FILING

18-1119

3046

February 24, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Reference our letter of January 26 notifying of final payment on contract No. 3046 with E. C. Hall Co., for surfacing on the Salt Creek-Odell Butte Section of the Willamette Highway in Lane and Klamath Counties.

Please be advised that a revised final payment, in the amount of $17,160.86, will be made immediately to the contractor. The revised total contract amount is $544.034.57.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

NOTED ON CARL
2-24-50, JK

Mr. Glaisyer:

The claim mentioned on Carl Smith's card has since been paid, the contractor advised us on 2/4 that full amount of claim had been paid; also advised by Sec. of State 2/10.

gl

RECEIVED
MAR 1 1950
FOR FILING

R. H. Baldock

February 17th, 1950

FINAL COST ANALYSIS

Salt Creek-Odell Butte Section
Willamette Highway

Contract #3046
Prefix 18-1119

E. C. Hall Co., Contractor
J. G. Toole and H. S. Cox, Resident Engineers

18-1119

3046

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3½"-1½" Rock in Base	97,565	Cu. Yd.	$2.33	$2.35	$227,804.15	$229,277.75
3/4"-0" Rock in Base and Shoulders	56,077	" "	2.40	2.50	134,485.56	140,192.50
Sprinkling	7,942.5	M-Gal.	1.44	2.50	11,471.41	19,856.25
Preparation of Base	15	Mile	82.51	100.00	1,237.59	1,500.00
Furnish and Place Aggregates	18,653	Cu. Yd.	2.93	3.65	54,745.78	68,083.45
Furnish and Place Emulsified Asphalt in Seal Coat	198.86	Ton	40.38	42.00	8,030.19	8,352.12
Furnish and Place 121-150 Asphalt	1,401.56	"	35.22	40.00	49,364.38	56,062.40
PA #1:						
3/4"-0" Cr. Rock in SP	4,996	Cu. Yd.	1.45	2.00	7,225.70	9,992.00
1/2"-0" " " " "	81	" "	1.45	2.50	117.15	202.50
PA #2:						
Excav. at Bridge Approaches	1,077.2	" "	0.41	0.50	446.65	538.60
PA #3:						
Furnish & Place RC-3 in Binder Course	59.78	Ton	39.07	42.00	2,335.77	2,510.76
Furnish & Place 3/4"-0" Aggregate in Binder Course	609	Cu. Yd.	2.85	2.50	1,735.59	1,522.50
PA #4:						
1½"-3/4" Cr. Rock in SP	778.4	" "	1.45	1.50	1,125.79	1,167.60
3/4"-½" " " " "	1,017.4	" "	1.45	1.50	1,471.46	1,526.10
1/4"-0" " " " "	626.6	" "	1.45	1.50	906.25	939.90
3/4"-0" " " " "	883	" "	1.45	1.50	1,277.08	1,324.50

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #4:						
Hauling Cr. Rock	8,213.7	Yd. Mi.	$0.11	$0.12	$909.59	$985.64
Total This Project					$504,690.09	$544,034.57
Rock Crushed for Klamath County	2,873.5	Cu. Yd.	2.14	2.75	6,160.78	7,902.12
Rock Crushed for Babler Bros. (Contract #3093)	1,014	" "	2.46	3.18	2,492.41	3,221.57
					$513,343.28	$555,158.26

Contractor	Total Cost	Gross Revenue	Profit	% Profit
E. C. Hall Company	$432,481.15	$466,210.83	$33,729.68	7.2
J. C. Compton Company	80,862.13	88,947.43	8,085.30	9.1
	$513,343.28	$555,158.26	$41,814.98	7.5

Salt Creek-Odell Butte
E. C. Hall Co.

Detail of Cost

Labor:		
Supervision	$14,471.66	
Labor	161,696.07	
Payroll Insurance	13,420.77	
		$189,588.50
Equipment Rental & Misc. Expense:		
Equipment Rental, Owned	$122,857.31	
" " , Hired	479.50	
Hired Dump Trucks (Includes Gas, Oil and Grease)	36,409.30	
Hired Water Trucks and Pumps	3,335.00	
Gas, Oil and Grease	31,564.12	
Explosives	12,318.12	
Drill Steel	1,716.42	
Lumber	1,190.23	
Move In, Freight and Cartage	8,618.72	
Small Tools & Misc. Supplies	6,884.25	
P.U.C.	1,137.04	
P.L. & P.D. Insurance	1,597.26	
Bond	3,380.18	
Home Office & General Overhead	11,405.20	
		242,892.65
Total Cost		$432,481.15

Salt Creek-Odell Butte
J. C. Compton Co.

Detail of Cost

Labor:				
Supervision			$1,490.26	
Labor			15,290.76	
Payroll Insurance			990.38	
				$17,771.40
Materials:				
151-200 Asphalt	588.46 Ton	at $16.60	$9,768.43	
151-200 "	813.04 "	" 15.50	12,602.15	
RC-3 Asphalt	38.91 "	" 19.10	743.18	
RC-3 "	20.87 "	" 24.10	502.97	
Emulsified Asphalt	198.86 "	" 24.36	4,844.09	
Freight on Asphalt			20,092.86	
				48,553.68
Equipment Rental and Misc. Expense:				
Equipment Rental, Owned			$7,647.50	
" " , Hired			490.00	
Gas, Oil and Grease			3,680.00	
P.U.C.			202.20	
Small Tools and Misc. Supplies			424.70	
Bond			681.82	
P.L. & P.D. Insurance			191.13	
Home Office & General Overhead			1,219.70	
				14,537.05
Total Cost				$80,862.13

Remarks:

This was a "State Project". The contract, calling for resurfacing and oiling of 15 miles of highway roadbed, was bid and awarded August 10th, 1948. Work was started on the project August 25th, 1948, and the project was completed August 27th, 1949.

Clearing of plant site, quarries and stockpile sites was started August 25th, 1948. This work was done with two dozers, power saw and a crew of four to ten men. Approximately six acres of very dense second growth fir was cleared for quarries, plant and stockpile sites. Two quarry sites were selected in the state-controlled area 0.2 mile south of M.P. 62.7 on the Willamette Highway. The crushing plant was erected between the two quarries, so quarrying operations could be alternated between the two quarries. A powder crew started drilling on September 20th. The quarries were drilled with down holes and lifters until a sufficiently high face was developed to allow drilling and shooting of coyote holes. The material in the westerly quarry broke large and a large portion of this rock was wasted and this site was abandoned and most of the material was obtained from the easterly of the two sites. The rock in the easterly quarry broke small enough for crushing and no reshooting was necessary.

The crushing plant consisted of a 3' x 25' feeder, 24" x 36" jaw crusher, 15" x 36" jaw crusher, 3' gyratory crusher, two 22" x 40" rolls crushers, 3' x 12' scalping and separating screen, 4' x 10' four-deck classifying screen, 4' x 10' three-deck classifying screen, 40 cu. yd. crushed rock bunker, 20 cu. yd. crushed rock bunker, 100' stacker and electric motors and conveyors as required. The plant was powered by three D-13000 caterpillar generator units.

Crushing operations were started October 7th, 1948, and snow forced the discontinuation of crushing operations on December 10th, 1948. Approximately 55,000 cu. yds. of rock was crushed from this setup before work was suspended for the winter. The following spring the crushing plant was rebuilt with a 30" x 42" jaw crusher being substituted for the 24" x 36" primary breaker. The 24" x 36" jaw crusher was used as a secondary crusher, and the 18" x 36" jaw crusher was removed from the plant. The large primary crusher increased the production of the plant about 65%. Crushing operations were resumed on April 26th, 1949, and all crushing for the project was completed July 21st, 1949. The crusher operated 1,810 hours and produced 185,800 cu. yds. of crushed rock, for an average production of 103 cu. yds. per hour.

Rock was loaded in the quarry with a 1½ cu. yd. Marion shovel and hauled to the crusher with two Tournatrailers powered by Super C Tournapulls. Crushed rock was hauled to stockpiles and road with eight company-owned trucks and four to fifteen hired trucks.

Placing of crushed rock on the road was started May 9th. Street equipment included three heavy duty blades and three 10-ton rollers. Street work was done under very difficult traffic conditions. Traffic was controlled 24 hours per day with flagmen and pilot car, and frequently it was necessary to continue this traffic control over Sundays. A high cost of controlling traffic and traffic interference with the blades and rollers made the street costs higher than normal for crushed rock base. All street work on base and shoulders was completed August 27th, 1949.

Oiling items were subcontracted to the J. C. Compton Co. The subcontractor moved in and started oiling June 22nd, and oiling operations were suspended July 2nd, when the portion of the project ready for oil was completed. The oiling crew returned August 4th, and oiling of the project was completed August 20th, 1949. Oiling equipment included one 2,000-gal. distributor, one retort, one car heater, three 2,000-gal. oil transports, one light and one heavy duty blade, two 10-ton rollers, four 4 cu. yd. trucks, three 5 cu. yd. trucks and one small tractor with broom attached. Oiling of the project was done in 23 days, for an average production of 72 tons of asphalt and 837 cu. yds. of aggregate per day.

All of the asphalt, with the exception of the emulsified asphalt and 20.87 tons of the RC-3, was shipped from the California Bay District and spotted on the siding at Crescent Lake. Average haul on oil from the siding to the road was 6.2 miles. The distributor was equipped with a 24' boom and oil was spread the full width of the oil mat with the length of shots limited to approximately 1,000 feet. Traffic was halted about 13 minutes between shots. It was estimated that peak traffic flow during oiling operations was between 110 and 130 cars per hour, and it is believed that this was the heaviest traffic conditions under which a full width boom has been used for oiling operations in Oregon. Excellent coordination of the oiling crew kept traffic hold-up to a minimum.

Excellent equipment and supervision made high production on crushing and oiling operations, and although bid prices were low, a fair profit was realized on the project.

E. H. Clymer
Cost Analyst

By . . C. Swenson

RECEIVED
FEB 16 1950
FOR FILING

Files

Mrs. Lewis

18-1119

February 10, 1950

Maryland Casualty Company

Baltimore 3, Maryland

Gentlemen

This is to advise that we have today received from the Secretary of State a copy of a letter from the Richfield Oil Corporation advising that their claim against E. C. Hall under Contract 3046 for work on the Salt Creek-Odell Butte Section of the Willamette Highway in Lane and Klamath counties has been paid in full. This, apparently, is the claim of which you were notified on November 25th in the amount of $1,726.48 filed by the Richfield Oil Corporation against W. H. Sandercock, a subcontractor for Mr. Hall on Contract 3046.

This information is provided as the Maryland Casualty Company appears as surety on the bond executed in connection with Contract 3046.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md

cc - Hanson & Rowland, Esq.
611 Henry Building
Portland 4, Oregon

E. C. Hall Company
Route 6, Box 630
Portland, Oregon

Richfield Oil Corporation
217 Pine Street
Seattle 1, Washington

NOTED ON CARD

2-10-50 G.R.

RECEIVED
14 1950
FOR FILING

18-1119

Mrs Lewis

February 10, 1950

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks your letter of February 9 to which was attached a copy of a letter from the Richfield Oil Corporation advising that their claim against E. C. Hall Company on Contract 3046 in the amount of $1,726.84 has been paid in full.

Very truly yours

Secretary
[redacted]TATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
2-10-50 gl

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

February 9, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir;

Enclosed is a copy of a letter received today from the Richfield Oil Corporation, showing the release of their notice of claim against the E. C. Hall Company. This claim was for the amount of $1,726.84, and filed in this office December 22, 1949 our file number 3193.

Very truly yours,

Earl T. Newbry

Secretary of State

N:FA

Enc.

RECEIVED [illegible]

[illegible]
2-10-50 gl

COPY

RICHFIELD OIL CORPORATION

Northern Division . 217 Pine Street

Seattle 1 . Washington

February 7, 1950

Secretary of State
State of Oregon
Salem, Oregon

SUBJECT: W. M. Sandercock

Dear Sir:

Under date of December 22, 1949, the Filing Deparment for the Secretary of State, State of Oregon, filed a claim that we had against the above subject and the E. C. Hall Company, 12012 S. W. Barbur Blvd., Portland, Oregon, the E. C. Hall Company being the main contractors on the job in question.

We wish to advise that we have this date received remittance from E. C. Hall Company, paying this claim in full, with the result that our filing of the claim may now be released.

In closing, we wish to express our extreme appreciation to you for all of the cooperation shown.

Yours very truly,

RICHFIELD OIL COPORATION

BY:

E. W. STACK
E. W. Stack
Division Credit Manager

EWS:do

2-10-50 gl

RECEIVED
FEB 14 1950
FOR FILING

18-1119
1
3046

February 9, 1950

E. C. Hall Company
Rt. 6, Box 630
Portland 1, Oregon

Gentlemen:

A recheck has been made on rock quantities on the Salt Creek-Odell Butte surfacing and oiling project, Contract No. 3046, in Klamath County.

It was found that 666 cubic yards of Mineral Aggregates were included in 3½" - 1½" Rock in Base. A revised final estimate decreasing the 3½" - 1½" Rock in Base and increasing Furnishing and Placing Aggregates 666 cubic yards in each instance is being prepared.

Please return the final estimate and voucher mailed to you January 24, 1950, to the Accounting Division, Attention Mr. C. F. Smith. As soon as they are received the revised estimate will be sent to you for signature.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

RECEIVED
FEB 16 1950
FOR FILING

18-1119

Mrs Lewis

February 9, 1950

E. C. Hall Company
12012 S. W. Barbur Boulevard
Portland 19, Oregon

Gentlemen:

We acknowledge with thanks your letter of February 4 advising us that the claim of the Richfield Oil Corporation against State Highway Contract 3046 in the amount of $1,726.28 has been paid by your Company.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
2-9-50

E. C. HALL CO.
GENERAL CONTRACTING
[illegible]
PORTLAND 1, OREGON
19,
12012 S. W. BARBUR BLVD.

NOTED
H. B. GLAISYER

February 4, 1950

3046 ✓

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. H. B. Glaisyer

Dear Sir:

This is to advise that claim of Richfield Oil Corporation in the amount of $1,726.48 against State Highway Contract No. 3046, Salt Creek-Odell Butte Section of the Willamette Highway in Lane and Klamath Counties has been paid this date by our check No. 4393 in full amount as stated.

Yours very truly,

E. C. HALL CO.

By N A Baker
Office Manager

NAB/bml

cc: Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma 1, Washington

Jerry
letter per [illegible] from Richfield oil!

2-6-50

RECEIVED
FEB 16 1950
FOR FILING

18-1119

[illegible]

February 9, 1950

Richfield Oil Corporation
217 Pine Street
Seattle 1, Washington

Gentlemen:

We have received a letter dated February 4 from E. C. Hall Company advising that your claim in the amount of $1,726.48 has been paid by their check No. 4393 in full amount.

This appears to be the claim you filed with us on November 25 in the amount of $1,726.48 for materials furnished to W. M. Sandercock, subcontractor to E. C. Hall Company on the Salt Creek-Odell Butte Section of the Willamette Highway.

Will you please verify this payment of account so that we may clear our records.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

[illegible]

2-9-50

RECEIVED
JAN 27 1950
FOR FILING

18-1119

3046

January 26, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3046, for surfacing on the Salt Creek-Odell Butte Section of the Willamette Highway in Lane and Klamath Counties, has been completed by the contractor, E. C. Hall Co., and that final payment in the amount of $16,330.31 will be made on or after February 6, 1950, providing the outstanding claim has been satisfied and this office advised.

There is a claim filed against this project by the Richfield Oil Corporation, of which you have been previously notified, in the amount of $1,726.46.

For your information we wish to advise that the total contract amount is $543,204.02, and that no force account work was performed on the project. This contract was completed on September 9 and accepted by the Highway Commission on December 19, 1949.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

al

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Tacoma, Wash.

E. C. Hall Co.

NOTED ON CARD
1-26-50

RECEIVED
JAN 16 1950
FOR FILING

18-1119
3046

January 12, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to E. C. Hall Co., on contract No. 3046, for surfacing on the Salt Creek-Odell Butte Section of the Willamette Highway in Lane and Klamath Counties. This payment, in the amount of $5,309.53, will be made on or after January 23, 1950. The retained percentage is $16,295.06.

There is a claim filed against this project by the Richfield Oil Corporation, of which you have been previously notified, in the amount of $1,726.84. This claim is against W. W. Sandercock, sub-contractor on this contract.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD
1-12-50 gl

RECEIVED
JAN - 4 1950
FOR FILING

18-1119

3046

Fi[illegible]s

Miss Lewis

December 27, 1949

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknwoledge with thanks your letter of December 22nd to which was attached three copies of a claim filed with your office by the Richfield Oil Corporation against W. M. Sandercock, a sub-contractor for E. C. Hall Company on our Contract 3046.

This claim is in the amount of $1,726.84 and bears your file No. 8193.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
12-27-49, gl

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

December 22, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date, a notice of claim by Richfield Oil Company, for deliveries of Petroleum Products furnished in the sum of $1,726.84, against the bond taken from W. M. Sandercock, Subcontractor under E. C. Hall Company, as principal, for the work on Salt Creek, Odell Butte Section, Contract No. 3406 3046, our file No. 3193.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M

12-23-49 ge

RECEIVED
JAN - 4 1950
FOR FILING

19-1119

3046

Mrs Lewis

December 27, 1949

Maryland Casualty Company

Baltimore 3, Maryland

Gentlemen:

Attached hereto is a copy of a claim received by us from the Secretary of State. This claim has been filed with the Secretary of State by the Richfield Oil Corporation in the amount of $1,726.84 for petroleum products furnished to W. M. Sandercock, a sub-contractor for E. C. Hall Company on our Contract No. 3046 for surfacing on the Salt Creek-Odell Butte Section of the Willamette Highway in Lane and Klamath counties.

This information is furnished as the Maryland Casualty Company appears as surety on the bond executed in connection with Contract 3046.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

E. C. Hall Company
Route 6, Box 630
Portland, Oregon

NOTED ON CARD
12-27-49, gl

COPY

December [illegible], 1949

TO: State of Oregon

County of Marion

City of Salem

Notice hereby is given that the undersigned Richfield Oil Corporation has a claim for deliveries of Petroleum Products in the sum of One Thousand Seven Hundred Twenty-six and 84/100 Dollars ($1,726.84) against the bond taken from [illegible] Sandercock, Subcontractor for work on the Salt Creek, Odell Butte Section, Contract No. ~~3406~~, 3446 of which the L. C. Hall Company of Portland, Oregon was the principal Contractor.

RICHFIELD OIL CORPORATION

By R. F. COLEGROVE
R. F. Colegrove

RECEIVED
SALEM
OREGON
STATE HIGHWAY COMMISSION

ENDORSED
File No. 3193
Filed, December 22, 1949
EARL T. NEWBRY, Secretary of State

RECEIVED
DEC 7 1949
FOR FILING

Files Mrs Lewis

18-1119

3046

December 6, 1949

Richfield Oil Corporation
217 Pine Street
Seattle 1, Washington

Attention: E. W. Stack
Division Credit Manager

Gentlemen:

This is to acknowledge your letter of December 2nd to which was attached a statement of your claim in the net amount of $1,726.48 representing deliveries of gasoline in May and June, 1949, to Mr. Sandercock for use on our Contract 3046 held by E. C. Hall. This claim is perfectly acceptable to this office and will be recorded in our records.

We have previously notified the contractor, Mr. Hall, and the surety of the receipt of your claim. We are not certain; however, whether you intend the statement as submitted to be filed with the State Highway Commission or with the Secretary of State as we suggested in our letter of November 25. In the event that you wish to file is with the Secretary of State, we are enclosing another excerpt from the Oregon Laws outlining the necessary procedure which is not too complicated. As previously stated, by filing your claim with the Secretary of State, the claim can be protected for a period longer than six months following completion and acceptance of the job.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED ON CARD
12-6-49, JR

RICHFIELD OIL CORPORATION

NORTHERN DIVISION • 217 PINE STREET
SEATTLE 1 • WASHINGTON

December 2, 1949

Oregon State Highway Commission
Salem, Oregon

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

Attention: Mr. H. B. Glaisyer, Secretary

SUBJECT: Scott Sandercock

Gentlemen:

We wish to express our deep appreciation to you for the complete information supplied in your letter of November 25; and in line with the instructions which you forwarded, we are filing with you a claim against Mr. Sandercock which is represented by the attached statement, submitted in duplicate, in the amount of $1,726.48 and represents deliveries of gasoline in May and June of this year.

This material was furnished in connection with a contract with E. C. Hall known as Salt Creek, Odell Butte Section, contract No. 3046.

We will appreciate your accepting the filing of this particular claim in the regular manner and acknowledging same on the attached copy of this letter for which we enclose stamped, self-addressed envelope.

In the event we have not properly filed this with you, please advise what changes or additions should be made and we will be glad to comply with your requirements.

Yours very truly,

RICHFIELD OIL CORPORATION

BY:

E. W. Stack
Division Credit Manager

RECEIVED
DEC 6 1949
OREGON
STATE HIGHWAY COMMISSION

EWS:do
Enclosures

12-6-49, g

STATEMENT

RICHFIELD OIL CORPORATION

SYMBOL MEANING

R —REFINED OILS
L —LUBRICANTS
MR—MDSE. RETURNED
PD—PAYMENTS
JE —JOURNAL ENTRY (OFFICE RECORD)
RC—RET'D CHECKS
CV —CASH VOUCHERS (OFFICE RECORD)
TB —TIRES, BATTERIES AND ACCESSORIES

SCOTT SANDERCOCK
6615 NO CONCORD
PORTLAND, ORE.

NOV 30, 1949

TERMS: NET

PAYME[illegible] OR
BEFORE 1[illegible]NTH
FOLLOWING [illegible] OF
THIS STATEMENT

130 EUGENE

SEND UPPER PORTION WITH YOUR REMITTANCE. KEEP LOWER PORTION FOR YOUR RECORDS.

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
	BALANCE FORWARD →			
MAY 49				
MAY 6 R	47831	266.20		
MAY 7 R	47525	492.12		
MAY 12 R	47849	399.30		
MAY 19 R	6321	455.70		
MAY 26 R	6348	439.32		
JUN 4 R	6826	399.30		
JUN 8 R	6837	439.32		2,891.26
JUN 30 PD			1,000.00-	
JUL 19 CV	.75		49.50-	
JUL 25 CV	.72		115.28-	1,726.48

MAKE ALL CHECKS PAYABLE TO **RICHFIELD OIL CORPORATION**
AND DELIVER OR MAIL TO LOCAL AGENT

PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

RICHFIELD OIL CORPORATION

CURR.	
P. D. 30	
P. D. 60	
P. D. 90 AND OVER	
TOTAL	

SCOTT SANDERCOCK
6615 NE CONCORD
PORTLAND, ORE.

NOV 30, 1949

TERMS: NET

PAYMENT DUE ON OR BEFORE 10TH OF MONTH FOLLOWING DATE OF THIS STATEMENT

130 EUGENE

SEND UPPER PORTION WITH YOUR REMITTANCE. KEEP LOWER PORTION FOR YOUR RECORDS.

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
	BALANCE FORWARD →			
MAY 49				
MAY 6 R	47831	26620		
MAY 7 R	47585	49812		
MAY 12 R	47849	39930		
MAY 19 R	6321	455.70		
MAY 26 R	6348	43932		
JUN 4 R	6826	39930		
JUN 8 R	6837	43932		289126*
JUN 30 PD			1000.00	
JUL 19 CV	.75		4950	
JUL 25 CV	.72		11526	178648*

MAKE ALL CHECKS PAYABLE TO RICHFIELD OIL CORPORATION AND DELIVER OR MAIL TO LOCAL AGENT

PAY LAST AMOUNT IN THIS COLUMN

FORM 82 50M 5-48 C-19696-6

STATEMENT

RICHFIELD OIL CORPORATION

CURR.		
P. D. 30		
P. D. 60		
P. D. 90 AND OVER		
TOTAL		

SCOTT SANDKROCK
6615 NO CONCORD
PORTLAND, ORE.

NOV 30, 1949

TERMS: NET

PAYMENT DUE ON OR BEFORE 10TH OF MONTH FOLLOWING DATE OF THIS STATEMENT

130 EUGENE

SEND UPPER PORTION WITH YOUR REMITTANCE. KEEP LOWER PORTION FOR YOUR RECORDS.

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
	BALANCE FORWARD →			
MAY 49				
MAY 6 R	47831	266.20		
MAY 7 R	47525	492.12		
MAY 12 R	47849	399.30		
MAY 19 R	6321	455.70		
MAY 26 R	6348	439.32		
JUN 4 R	6826	399.30		
JUN 8 R	6837	439.32		2891.26*
JUN 30 PD			1,000.00-	
JUL 19 CV	.75		49.50-	
JUL 25 CV	.78		115.28-	1726.48*

MAKE ALL CHECKS PAYABLE TO **RICHFIELD OIL CORPORATION**
AND DELIVER OR MAIL TO LOCAL AGENT

PAY LAST AMOUNT IN THIS COLUMN

RECEIVED
1949
FOR FILING

[illegible]EN, PRES.   I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

December 2, 1949

18-1119

3046

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. Glaisyer

Re: Contract 3046 - E. C. Hall Co.

Gentlemen:

We have copy of your letter to the Home Office of the Maryland Casualty Co., dated November 25.

Inasmuch as Mr. Hall is thoroughly financially responsible, we are quite certain that if he has any obligations to the Richfield Oil Corporation, he will take care of the same.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van B. Schermerhorn

A. Van B. Schermerhorn
Mgr. Surety Bond Dept.

AVRS:rht

RECEIVED
DEC 5 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 29 1949
FOR FILING

Mrs. Lewis

3046

18-1119

3046

November 25, 1949

Richfield Oil Corporation
217 Pine Street
Seattle 1, Washington

Gentlemen:

This is to acknowledge your letter of November 22nd advising that you have a claim against W. H. Sandercock, a sub-contractor for E. C. Hall under our Contract 3046 for surfacing on the Salt Creek-Odell Butte Section of the Willamette Highway in Lane and Klamath counties.

Maryland Casualty Company whose agent in this instance is Hansen and Rowland, Inc., 609 Henry Building, Portland 4, provided the bond furnished Mr. Hall on the contract. As you probably know, the state does not assume responsibility for subcontractors' work, but under the bond looks to the principal contractor and the bonding company for satisfactory performance and settlement of claims. We will notify the E. C. Hall Company and the surety that we have received notice of your claim.

This contract was completed on September 9, 1949, but to date has not been accepted by the Commission.

If you feel that it is necessary to protect your claim beyond the ordinary period of six months after the job is completed and accepted, we suggest that it be filed with the Secretary of State. For your convenience and guidance in making such a filing we are enclosing an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md
Enc.

NOTED ON CARD

11-25-49

RICHFIELD OIL CORPORATION

NORTHERN DIVISION • 217 PINE STREET
SEATTLE 1 • WASHINGTON

November 22, 1949

Oregon State Highway Commission
Salem, Oregon

SUBJECT: Salt Creek, Odell Butte
Section, Contract #3046

Gentlemen:

The principal contractor on this particular job is E. C. Hall Company, 12012 S. W. Barbur Boulevard, Portland, Oregon. Subcontracting work was done by W. M. Sandercock, 6615 North Concord, Portland, Oregon. W. M. Sandercock was subsequently moved off the job by the general contractor, E. C. Hall Company, owing us $1,726.48 for May and June of this year.

We previously directed a letter to U. S. Bureau of Public Roads, Portland, Oregon, which was returned by them with the notation, "This is not a Federal project. We suggest that you address your inquiry to the Oregon State Highway Commission, Salem, Oregon."

In writing this letter we request that you kindly advise us what steps we should take at this time to insure payment of this indebtedness.

Thank you for your cooperation, and enclosed herewith is a self-addressed envelope, requiring no postage, for your convenience in replying.

Yours very truly,

RICHFIELD OIL CORPORATION

BY:

R. F. Colegrove
Credit Department

RFC:do
Enclosure

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
NOV 29 1949
FOR FILING

18-1119

3046

Mrs Lewis

November 25, 1949

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have today received a letter from Richfield Oil Corporation, 217 Pine Street, Seattle 1, stating that W. M. Sandercock whose address is 6615 North Concord, Portland, Oregon, owes them $1,726.48 for purchases made during May and June of this year. They also state that Mr. Sandercock operated as a sub-contractor for E. C. Hall on his Contract No. 3046 for surfacing on the Salt Creek-Odell Butte Section of the Willamette Highway in Lane and Klamath counties.

This information is provided as the Maryland Casualty Company appears as surety on the bond executed in connection with Contract 3046.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen and Rowland, Inc.
609 Henry Building
Portland 4, Oregon

E. C. Hall Company
Route 6, Box 630
Portland, Oregon

RECEIVED
NOV 28 1949
FOR FILING

18-1159

3046

Files

Mrs Lewis
to note on card
ans

November 23, 1949

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to release to E. C. Hall Company a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3046 for surfacing on the Salt Creek-Odell Butte Section of the Willamette Highway in Lane and Klamath Counties. This payment, which is in the amount of $24,489.15, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $16,130.85. The present payment to the contractor will be made on or after December 3, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
609 Henry Bldg.
Portland 4, Oregon

NOTED ON CARD

11-23-49 gl

Form E-1—5M—11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 10, 1949, 19

Section Salt Creek - Odell Butte

Kind of work Surfacing & Oiling

Highway Willamette

Section prefix 18-1119

Contractor E.C.Hall Co.

Contract number 3046

Date of contract Aug. 10, 1948, 19

Date of completion Sept. 30, 1949, 19

Date work started Aug. 25, 1948, 19

Estimated date of completion Sept. 30, 1949, 19

Amount of contract $541,600.00

Per cent of time elapsed 95.20 %

Estimated cost of completed project, exclusive of engineering $557,000.00

Per cent of contract completed, based on total contract price 99.99 %

Engineering cost to date $15,000.00, 43.1 %

Date project was completed Sept. 9, 1949, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor spent all week with a small crew doing cleanup work. Excess aggregate piles at the plant are now shaped and those at M.P. 73.75 are being shaped Sept. 9. All cleanup work is now complete with the exception of burning debris piles and this will be impossible until fire restrictions are removed.

Remeasuring of aggregate piles will be completed next week.

No field engineering work on this job this week.

Deferred Report.

Signed H.S. Cox

Address 1290 Wall Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		15.0		15.0	
Miles partially completed					
Miles completed		15.0		15.0	
Total estimated quantities		154,508		17,987	
Estimated quantities moved or placed to date		154,508		17,987	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		4			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Rain		
Friday	"		
Saturday	Cloudy		

RECEIVED
SEP 12 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 26780

RECEIVED
SEP 10 1948
FOR FILING

18-1119

3046

September 10, 1948

E. C. Hall Co.
Rte. 6, Box 630
Portland
Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3046 which was awarded to you on August 10, 1948 by the State Highway Commission, for surfacing on the Salt Creek-Odell Butte Section of the Willamette Highway in Lane and Klamath Counties. This copy is for your records and files. An executed copy is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

18-1119
2046

8-20-48

RECEIVED
AUG 27 1948
FOR FILING

Mr. [illegible]

Wood brot this in. By oversight the contract as sent to Hall calls for 3½"-2" rock instead of 3½"-1½". Letter had been sent out by Wood prior to opening citing change in specs.

Wood wanted to know how the correction in the contract should be handled. I suggested that a letter be written to Hall calling his attention to the oversight & asking him to reply agreeing to change so that both letters could be placed in contract. Correction could then be made in ink on contracts when Hall returns them.

F. Q.

Salt Creek-Odell Butte,
Bituminous Macadam Surfacing

Item No.	Item		Unit Price	Amount
1.	3½" - ~~2"~~ 1½" Rock in Base For Two Dollars and Thirty-five Cents per cu. yd.	103,000 cu. yds.	$ 2.35	$242,050.00
2.	3/4" - 0" Rock in Base and Shoulders For Two Dollars and Fifty Cents per cu. yd.	58,000 cu. yds.	2.50	145,000.00
3.	Sprinkling For Two Dollars and Fifty Cents per M-gal.	4,800 M-gals.	2.50	12,000.00
4.	Preparation of Base For One Hundred Dollars per mile	15.0 miles	100.00	1,500.00
5.	Furnishing and Placing Aggregates For Three Dollars and Sixty-five Cents per cu. yd.	21,000 cu. yds.	3.65	76,650.00
6.	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat For Forty-two Dollars per ton	200 tons	42.00	8,400.00
7.	Furnishing and Placing 121-150 Asphalt For Forty Dollars per ton	1,400 tons	40.00	56,000.00
		Amount of Contract		$541,600.00

Mrs. Lewis;
When Hall returns Salt Creek-Odell Butte Contract, check to see if he has made change.

F. Q.

RECEIVED
AUG 12 1948
FOR FILING

3046
18-1119

August 11, 1948

E. C. Hall Co.
Route 6, Box 630
Portland 1, Oregon

Gentlemen:

The State Highway Commission on August 10 awarded you the contract for the Salt Creek-Odell Butte Section of the Willamette Highway in Klamath and Lane Counties. This award was based on your low bid of $741,600.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ss

cc - Mr. S. H. Probert

320-4002 Florence Surfacing & Bituminous '48
Macadam Proj. on Lincoln & Hamlin
#3047 Sts.

RECEIVED
DEC 7 1948
FOR FILING

320-4[illegible]

3047

December 6, 1948

W. Talbot Sinclair, Manager
U.S. Fidelity and Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

This is to advise you that state highway contract No. 3047 for work on the Florence (Lincoln & Hamlin Sts.) Section in Lane County, has been completed by the contractor, Baker and Wilson, and that final payment in the amount of $110.40 will be made on or after December 16, 1948.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work, and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $3,679.90, and that no force account work was performed therein. This contract was completed on September 30, 1948 and accepted by the Commission on November 3, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - United States Fidelity and Guaranty Co.
Baltimore 3,
Maryland

United States Fidelity and Guaranty Co.
Cecil R. Alexander, Agent
1112 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

12-6-48

RECEIVED
NOV - 8 1948
FOR FILING

[illegible]

#3047

November 5, 1948

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Baker & Wilson, on contract No. 3047, covering the Florence (Lincoln and Hamlin Streets) Section in Lane County. This payment in the amount of $3,569.50 will be made on or after November 15, 1948. The retained percentage is $110.40.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United States Fidelity & Guaranty Co.
Baltimore 3, Md.

Cecil E. Alexander
1112 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

11-5-48 gc

RECEIVED
OCT 29 1948
FOR FILING
330-11002
#3047

Salem, Oregon
October 29, 1948

Mr. S. H. Probert
Office

Attached is one copy of an option for cooperative construction project in the City of Florence, particularly covering improvement of Lincoln Street from Josephine Street to Oregon Coast Highway and Hamlin Street from Main Street to the Oregon Coast Highway.

Mr. Glaisyer has retained the original copy of the above for the files of the Commission and the City Recorder of Florence has been maileda copy.

L. H. Warfield
Staff Engineer

1 cc: H. G. Smith
1 cc: Forrest Cooper

RECEIVED
SEP - 2 1948
FOR FILING

320-4002

3047

September 1, 1948

Baker & Wilson
P. O. Box 45
Coos Bay, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3047, which was awarded to you on August 10, 1948 by the ~~State~~ Highway Commission, covering Florence (Lincoln & Ha[illegible]lin Sts.) Section in Lane County. This copy is for your record and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

ORECON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

1948 - $250,000 Allocation

OPTION FOR COOPERATIVE CONSTRUCTION PROJECT

(CITY OF FLORENCE)

In consideration of the preliminary plans, surveys and studies by the State of Oregon, by and through its State Highway Commission (hereinafter referred to as "State"), relating to the improvement, construction, reconstruction, maintenance or repair of the following described street or streets,

Lincoln Street - from Josephine Street to Oregon Coast Highway
Hamlin Street - from Main Street to Oregon Coast Highway

all being within the corporate limits of the City, and in further consideration of the benefits and advantages which the governing body of the City of Florence feels will enure to the City (hereinafter referred to as "City"), should a project be undertaken for the construction and improvement of said street or streets, and as an inducement for the State to allocate to City, funds from the $250,000 appropriation under the provisions of Chapter 425, Oregon Laws 1947, City does hereby offer to State, and if State should accept the within offer, agrees to cooperate in a project for the improvement, construction or repair of said street or streets on the following terms and conditions:

1. PROJECT: The proposed project is set forth on the City map attached hereto and by this reference made a part hereof, and shall consist of the following:

Remove sand which has encroached onto right of way
Construction of crushed rock base course
Construction of crushed rock leveling course
Construction of oil mat surfacing

2. RIGHT OF WAY AND EASEMENTS: City will provide, without cost to State, all necessary or proper rights of way and easements for the project.

3. UTILITIES, RELOCATION: City shall, at its sole cost, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric or other utility conduits or poles now within the highways or streets, in conformity with the proposed plans and ultimate requirements of the project.

4. CONSTRUCTION: State shall, when in its judgment the public interest would be best served thereby, by contract, or other means, in its discretion, construct or reconstruct the said street or streets. Upon the completion of the project, the City shall assume the maintenance of the street or streets. It is recognized by City that the State's participation in the project is as a means of aiding the City, and shall, in no manner, be construed as an assumption of jurisdiction over said street, or an assumption of maintenance thereof.

5. COMMENCEMENT AND DESIGN: The date upon which the construction of the project shall commence, the design of the street or streets, and all other construction details shall be committed exclusively to the jurisdiction, discretion and judgment of the State.

6. APPORTIONMENT OF COSTS: The cost of the construction shall be borne by State and City, as follows:

Items, City:

Removal of sand which has encroached onto right of way

Should the project be undertaken, City shall remove the sand to full width of right of way. Such construction shall be a condition precedent to the State's performing any work or incurring any liability for this project.

Items and estimated costs, State:

Construction of base course
Construction of leveling course
Construction of oil mat surfacing
Engineering and contingencies

Total estimated cost to State ———————— $8,600.00

7. City agrees that the amount expended by State as its share of the within project, shall be deemed an allocation and distribution to the City within the meaning of Section 3 of Chapter 425, Oregon Laws 1947.

8. City agrees that it will upon the execution of this agreement, when any changes are made in existing street grades, proceed to establish the street grades as revised, in accordance with the city charter and city ordinances.

State shall have the irrevocable right to exercise or accept the within offer for a period of sixty (60) days from the date hereof. State may accept the offer herein by the passage of a resolution accepting said offer, and by notice of such resolution given over the signature of its secretary and addressed to the City and its governing body.

Regardless of any act or acts of its officers, agents or employees, State shall be under no obligation to City until such time as it has formally accepted the within offer.

Dated this 23 day of July, 1948.

APPROVED:

JM Devers

Chief Counsel, Oregon State Highway Commission

CITY OF FLORENCE, by its governing officers

By

Mayor

By

Recorder

APPROVED:

asst State Highway Engineer

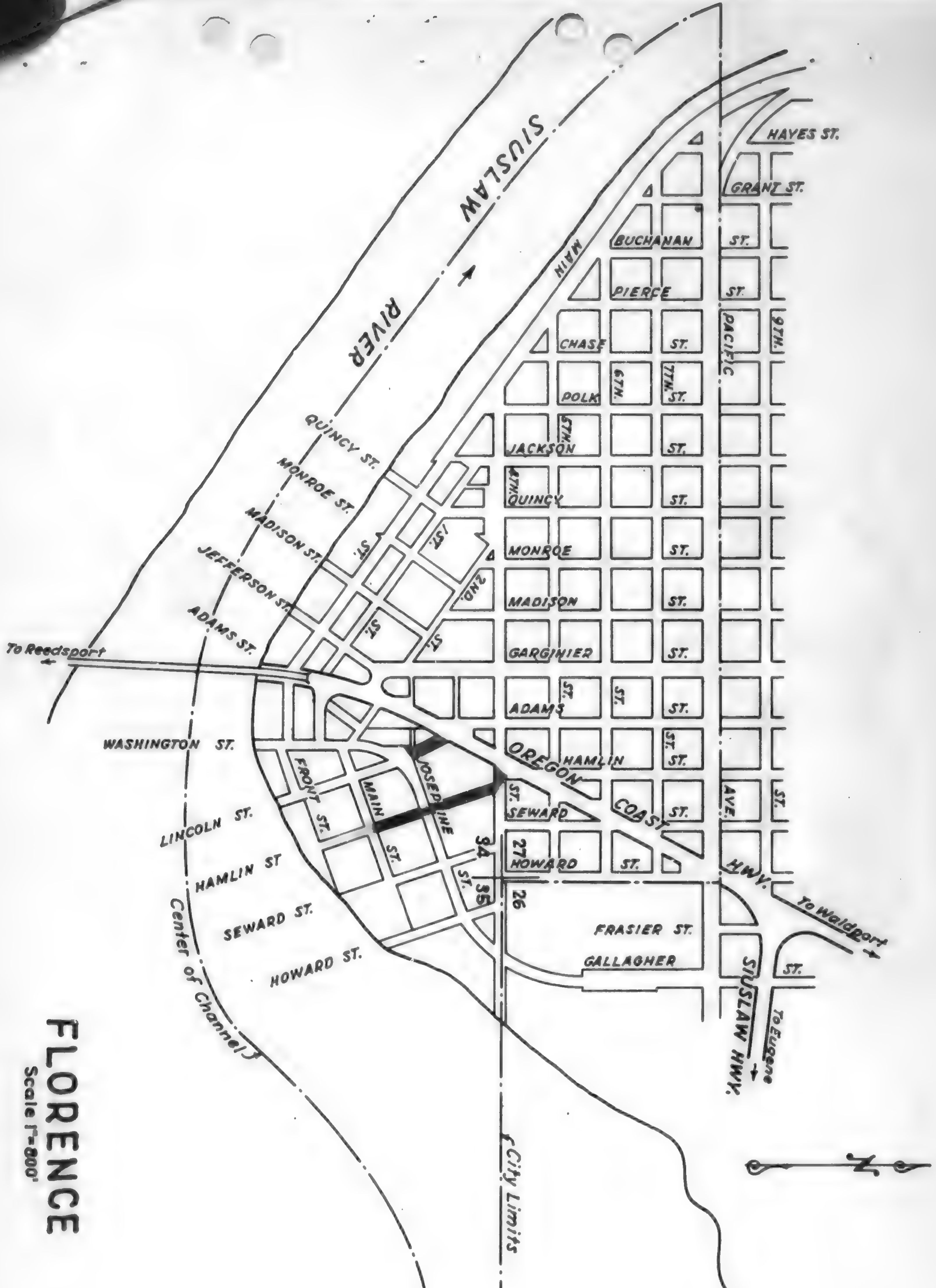
Accepted by Oregon State Highway Commission Aug. 9, 1948
(date)

Notice given to City Oct. 28, 1948
(date)

HCA:me
7-21-48

OREGON STATE HIGHWAY COMMISSION

Secretary



FLORENCE

Scale 1"=800'

RECEIVED
AUG 16 19[illegible]
FOR FILING

3047
320-4002

August 11, 1948

[illegible] & Wilson Paving Contractors
Coos Bay
Oregon

Gentlemen:

The State Highway Commission on August 10, 1948, awarded you the contract for the Florence Surfacing and Bituminous Macadam Project on Lincoln and [illegible] Streets in Lane County. This award was based on your low bid of $3,935.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

ss

cc - Mr. S. H. Probert

NOTED
H. B. GLAISYER

July 21, 1948

Mr. Kenneth B. Spencer, Mayor
Florence, Oregon

Dear Sir:

I am enclosing herewith six copies of an agreement prepared under an option form for the City of Florence, setting forth the things to be undertaken by the City and by the State as a cooperative project for an expenditure of funds as provided in Chapter 425, Oregon Laws 1947, which provides a $250,000 appropriation or special fund for use in cities on city streets which are subjected to unusual traffic conditions by reason of industrial expansion or by sudden increase in population.

Please note under Article 6, page 2, that this agreement provides that the City shall perform its portion of the work prior to the State's performing any work or incurring any liability for this project.

It is desirable that this agreement be returned to this Department before the first of August, and I would appreciate it if a special meeting of the council could be called in order that the agreement can be signed and the six copies returned as early as possible. After the agreement has been approved by the Highway Commission, a signed copy will be returned to the city.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. H. Armstrong
Engineer, County and City Relations

me

Encl.

6-4-48

FLORENCE

PRELIMINARY ESTIMATE

Lincoln Street, 101 to Josephine Street
0.07 mile, 380 lin. ft., 24' wide, 9,120 sq. ft.

340 cu. yds. clay (stabilize sand) at $2.00	$ 680.00
Processing clay in grade	300.00
200 cu. yds. base rock at $4.00	800.00
125 cu. yds. key rock at $4.00	500.00
1,015 sq. yds. B-11 at $0.838	850.00
	$3,130.00

Hamlin Street, 101 to Main Street
0.17 mile, 900 lin. ft., 24' wide, 21,600 sq. ft., 2,400 sq. yds.

200 cu. yds. base rock at $4.00	$ 800.00
125 cu. yds. key rock at $4.00	500.00
300 cu. yds. clay (stabilize sand) at $2.00	600.00
Processing clay in grade	250.00
2,400/ sq. yds. of B-11	2,100.00
	$4,250.00

Estimated total construction	$7,380.00
Preliminary engineering and plans	440.00
Plus 10% contingencies	780.00
Estimated total cost, State	$8,600.00
(City to widen street where sand has encroached) Estimated total cost, City	1,000.00
Estimated total cost of project	$9,600.00

6-4-48

RESOLUTION

3-8-48

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Florence is an incorporated city of the State of Oregon, and has a population of 605, as given by the latest official census, and

WHEREAS, the following streets of said city, Highway approach on Lincoln St. from Josephine St. to Highway 101; Highway approach on Hamlin St. from Josephine St. to Highway 101; Josephine St., East from Lincoln St. to City Limits; Jefferson St. from Front St. to 2nd St.; 5th St. from Highway 101,West to Quincy St.; 2nd St. from Gargnier Ave. to Monroe St.; Monroe St. from 2nd St. to 1st St; Main St. from Lincoln, East to Howard St.; Adams St. from 7th St. South, to Highway 101., are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: Highway approach on Lincoln St. from Josephine St. to Highway 101; Highway approach on Hamlin St. from Josephine St. to Highway 101; Josephine St., East from Lincoln St. to City Limits; Jefferson St. from Front St. to 2nd St.; 5th St. from Highway 101, West to Quincy St.; 2nd St. from Gargnier Ave. to Monroe St., Monroe St. from 2nd St. to 1st St; Main St. from Lincoln, East to Howard St.; Adams St. from 7th St. South, to Highway 101., ________, are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Florence does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 8th day of March, 1948.

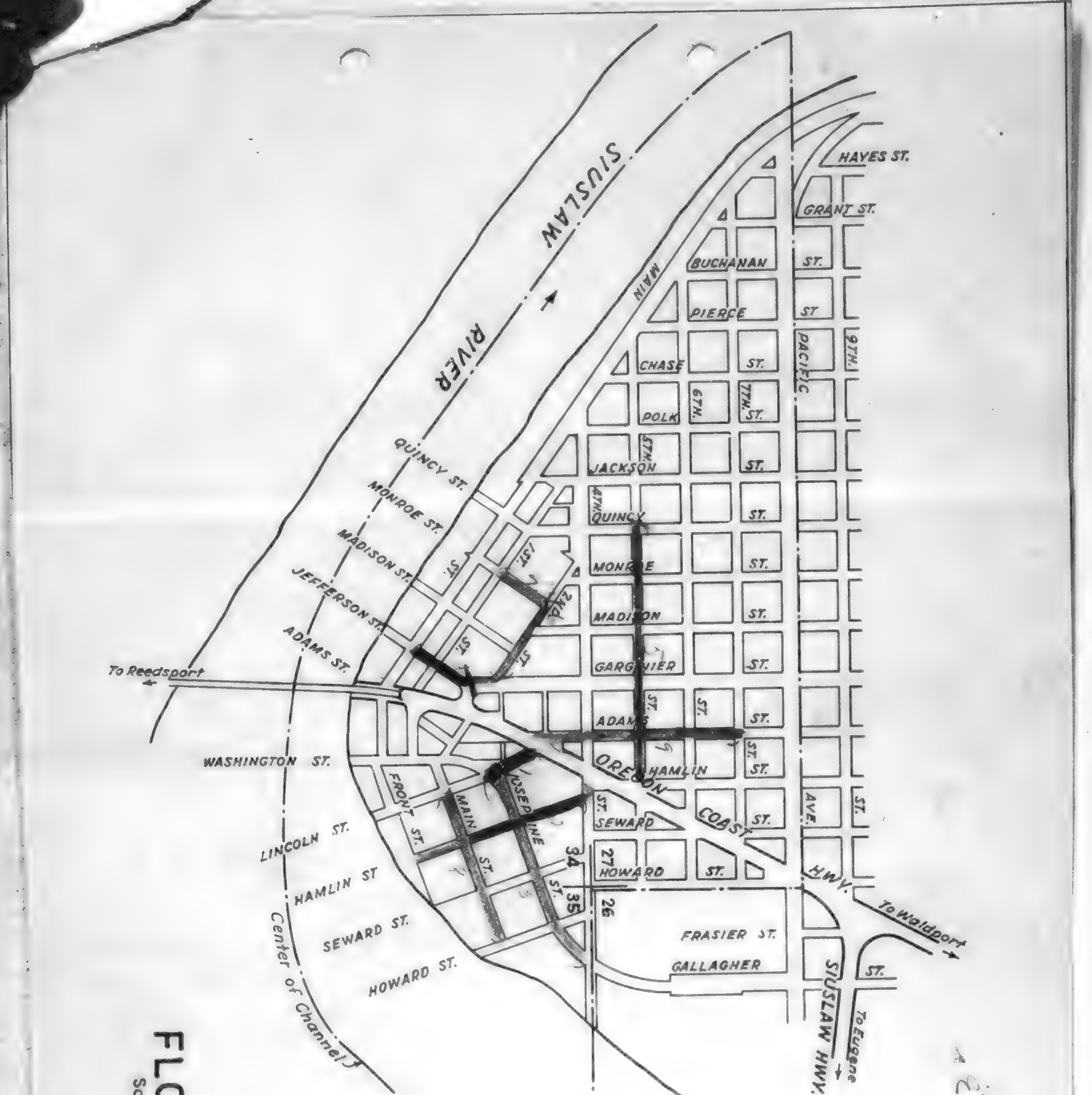
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Florence at a regular or special meeting of said council, held on the 8th day of March, 1948, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9th day of March, 1948.

H F Avery
City Recorder


FLORENCE
Scale 1"=800'
SIUSLAW RIVER
To Reedsport
To Waldport
To Eugene
Center of Channel
City Limits
HAYES ST.
GRANT ST.
BUCHANAN ST.
PIERCE ST
CHASE ST.
POLK ST.
JACKSON ST.
QUINCY ST.
MONROE ST.
MADISON ST.
GARGNIER ST.
ADAMS ST.
HAMLIN ST.
SEWARD ST.
HOWARD ST.
FRASIER ST.
GALLAGHER ST.
MAIN ST.
1ST. ST.
2ND. ST.
4TH.
5TH.
6TH.
7TH.
9TH. ST.
PACIFIC AVE.
OREGON COAST HWY.
SIUSLAW HWY.
QUINCY ST.
MONROE ST.
MADISON ST.
JEFFERSON ST.
ADAMS ST.
WASHINGTON ST.
LINCOLN ST.
HAMLIN ST
SEWARD ST.
HOWARD ST.
FRONT ST.
MAIN ST.
KUSEPAINE ST.
34
35
27
26

Sheet 1 of 5

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Florence Logged by H.C.L. Car No. 41-5
Road or Street Lincoln (cities #1) Recorder Harold C Lyons
Date 4-13-48 Weather Light Clouds Project 250.000

M. P.	Location	Length	Width 66'	Type	Condition	Remarks
.00	101		24'	0-9 oversand	Poor	Pot holes 12" deep
.07	Josephine			0-9	good	

This street is thru sand and was oiled on top of the sand and has completely gone. Will require a complete rebuild.

This is approach road from Highway and they told me the Dept had paved it originally.

This would qualify 4,000 [illegible] a month.

Sand banks would create a problem of removal

Mr. Bollack & Divers were down when bridge was built and told Mr. Ponsler this was a bridge approach street and the Dept would oil it. which Mr. Ponsler said they did.

3000.00

Sheet 2 of 5

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

tion Florence Logged by H.C.A. Car No. 41-5

or Street Jefferson St. (City #4) Recorder Harold C. Ayers

4-13-48 Weather Clear-Warm Project 250.00

P.	Location	Length ~~ft~~'	Width 66'	Type	Condition	Remarks
0	101		16'	O-9	good	
2				O-9	Poor.	Gone
45				O-9	Fair	
8	Main St.			O-9	Fair.	

Highway approach st. was originally oiled by Dept.

Asked city (if this is approved) to widen this street at least 4 feet.

Would qualify but not too essential if other streets are repaired

base seems to be in fair state.

0.

1600.

Sheet 3 of 5

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Florence Logged by H. C. A. Car No. 41-5

Road or Street Hamlin (Arter # 2) Recorder Harold C Ayer

Date 4-13-48 Weather Clear - warm Project 250,000

M. P.	Location	Length	Width 66'	Type	Condition	Remarks
.00	101		15'	O-9	Fair	Sand has encroached
.11	Josephine		15'			to narrow pavement to
.17	Main		36'	gravel	Fair	8'
.24	Front.		15'	dirt	Poor.	Lumber Co on R/W.

From 101 to Josephine needs patching widening and re-oil.

From Josephine to Main needs base and Oil mat.

From Main to Front should be lumber companies problem.

1700

Sheet 4 of 5

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Florence Logged by H.C.A. Car No. 41-5

Road or Street Josephine St. (City #3) Recorder Harold C Ayres

Date 4-13-48 Weather Clear Warm Project 250,000

M. P.	Location	Length	Width 66'	Type	Condition	Remarks
.00	Lincoln		22'	0-9	Fair	needs resealing
.28	City Limits		22'	0-9		

Found City has requested this street on State Tax funds and have been approved by commission.

City said they would withdraw this street from 250,000 resolution.

The above also is true of Main St the Cities #8.

Sheet 5 of 5

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Florence. Logged by HCA Car No. 41-5
Road or Street #5-6+7 Recorder Harold C Ayer
Date 4-13-48 Weather Fair warm Project 250,000

M. P.	Location	Length	Width	Type	Condition	Remarks

These streets are residential streets and could not qualify - only residential and no great amount of travel.

Traffic count, March 16th corner Josephine & Lincoln Streets
Cars 1215..... Trucks 144.

D. & H. Inc. Transport Co. ......8 transports, 2 trips per day. Hauling 4 Million feet per month. Paying approximately $2,000.00 per month. (PUC)

Western Lines ... 2 transports

2½ small trucks to 2 large

Large trucks in on Lincoln St. approach-
Out on hamlin St. loaded.

Small trucks in on Josephine St.
Out on Lincoln St.

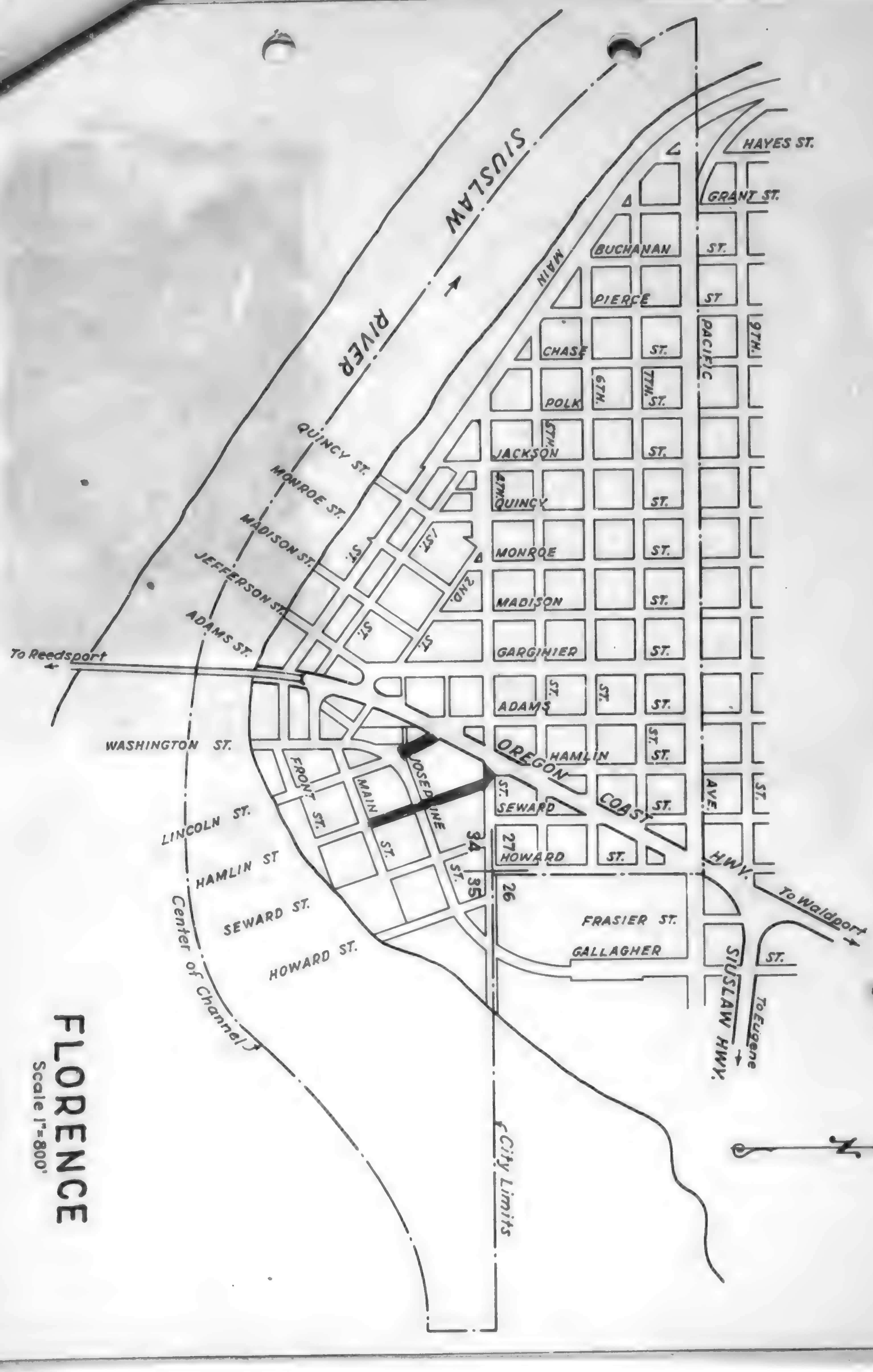
Money spent on paved St. repair this winter $976.00
$336.00 spent on the Lincoln St. Highway approach.

Total St. tax for the city $1350.00.

41,325,577 ft.

1 Mar. 1947 - Jan 31, 1948

4,000,000 ft. per. month



FLORENCE

Scale 1"=800'

Florence 4-13-48
Hamlin Street from Front Street, looking northwesterly

321-4002 Newport Bituminous Macadam Surfacing Project on Canyon Road 1948

#3048

RECEIVED
DEC 17 1948
FOR FILING
321-4002
3048

December 16, 1948

General Casualty Co. of America
Dooly & Co., Agents
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

This is to advise you that State Highway Contract No. 3048 for work on the Newport (Canyon Road) Section in Lincoln County, has been completed by the contractor, J.B. & M.J. Conley, and that final payment in the amount of $379.02 will be made on or after December 27, 1948.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $9,934.00 and that no force account work was performed therein. This contract was completed on October 2, 1948 and accepted by the Commission on November 3, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Washington

NOTED ON CARD

12-16-48 gf

RECEIVED
DEC 1 1948
FOR FILING

321-4002

3048

November 30, 1948

E. M. & M. J. Conley
4332 N. E. Royal Court St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 3, 1948, had under discussion your request for an extension of time of two days, from October 1 to October 2, 1948, within which to complete your contract No. 3048 for the Newport (Canyon Road) Section in Lincoln County.

I am pleased to inform you that the Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

H. G. Smith

NOTED ON CARD

11-30-48

RECEIVED
NOV 16 1948
FOR FILING

321-4112

[illegible]

Salem, Oregon
November 12, 1948

Mr. J. M. Devers
Chief Counsel

Indexed
Alphabetically
FIEBER, RAY

Dear Sir:

A Mr. Ray Fieber, owner and operator of the Texaco Station in Newport on the northwest corner of Olive Street and the Oregon Coast Highway, was in my office this morning making complaint as to the damage being caused his business by the construction of the new highway, because of the widening and change in grade.

The right of way on this property according to the records was secured in 1934 from Mr. R. J. Watkins and on September 14, 1935, Mr. DeSousa wrote a letter to Mr. Watkins, which is attached to your right of way file No. 1711, in which he made the following statements:

"With reference to the building of a service station and the installation of pumps, we wish to advise that at the last meeting of the State Highway Commission a policy was adopted to the effect that on all new service station construction or other business activities necessitating the parking and servicing of automobiles the pumps should be placed far enough back, or other provision should be made, so that the business will not involve the parking or standing of cars within the right of way limits. The Commission hopes ultimately to achieve a condition on the state highway system whereby parking of this nature will be completely prohibited.

"We, therefore, suggest to you that if you are installing pumps fronting on the highway that the same be placed at least twelve feet back from the right of way limits so that there will be room to service cars between the pumps and the right of way. We make this suggestion for your own protection because the State Highway Commission has laid down the rule that where new businesses are being put up and the requirements of the Commission are called to the attention of the owners, but are not complied with, immediate steps be taken to prevent the use of the right of way for the purposes mentioned."

When the plans were prepared for this contract and before the contract was let, we secured a signed agreement from the City of Newport approving the grade changes. Contrary to the advice given to Mr. Watkins as above quoted, apparently Mr. Watkins constructed his service station placing the pumps less than 3 feet from the right of way line. Later Mr. Fisher purchased the property and has been operating it, I understand, since 1938 and says that he handles a very large quantity of gasoline through the station. He has requested that he be permitted to use the sidewalk area for servicing cars and equipment and that we desist from carrying the curb return around the corner into Olive Street.

In view of your advice to the original owner from whom we purchased and our agreement with the City as to grade change, I advised Mr. Fisher that we would continue our construction as per the plans and that he would not be permitted to service equipment on the state highway right of way. This practice of servicing equipment on the sidewalk area is not permitted in any incorporated town or city where street sections with curb and sidewalk have been constructed, to my knowledge. I informed Mr. Fisher that if he wished to contest the matter further, he could appear before the State Highway Commission at their next meeting and present his arguments.

Very truly yours,

R. H. Baldock,
State Highway Engineer.

cc Mr. J. W. DeSouza
Mr. F. D. Mason

RECEIVED
OCT 29 1948
FOR FILING

221-4002

3048

Salem, Oregon
October 29, 1948

Mr. S. H. Probert
Office

Attached is one copy of an option for cooperative construction project in the City of Newport, particularly covering improvement of Canyon Drive from the Oregon Coast Highway to Front Street.

The original copy of this option has been retained by Mr. Glaisyer for the Commission's files and a copy has been mailed to the City Recorder of Newport.

L. H. Warfield
Staff Engineer

2 cc: H. G. Smith
1 cc: Forrest Cooper

1948 - $250,000 Allocation

OPTION FOR COOPERATIVE CONSTRUCTION PROJECT

(CITY OF NEWPORT)

In consideration of the preliminary plans, surveys and studies by the State of Oregon, by and through its State Highway Commission (hereinafter referred to as "State"), relating to the improvement, construction, reconstruction, maintenance or repair of the following described street or streets,

Canyon Drive - from Oregon Coast Highway to Front Street, a distance of approximately 1,600 feet

all being within the corporate limits of the City, and in further consideration of the benefits and advantages which the governing body of the City of Newport feels will enure to the City (hereinafter referred to as "City"), should a project be undertaken for the construction and improvement of said street or streets, and as an inducement for the State to allocate to City, funds from the $250,000 appropriation under the provisions of Chapter 425, Oregon Laws 1947, City does hereby offer to State, and if State should accept the within offer, agrees to cooperate in a project for the improvement, construction or repair of said street or streets on the following terms and conditions:

1. PROJECT: The proposed project is set forth on the City map attached hereto and by this reference made a part hereof, and shall consist of the following:

Realignment of street
Construction of base course
Construction of leveling course
Construction of oil mat surfacing

2. RIGHT OF WAY AND EASEMENTS: City will provide, without cost to State, all necessary or proper rights of way and easements for the project.

3. UTILITIES, RELOCATION: City shall, at its sole cost, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric or other utility conduits or poles now within the highways or streets, in conformity with the proposed plans and ultimate requirements of the project.

4. CONSTRUCTION: State shall, when in its judgment the public interest would be best served thereby, by contract, or other means, in its discretion, construct or reconstruct the said street or streets. Upon the completion of the project, the City shall assume the maintenance of the street or streets. It is recognized by City that the State's participation in the project is as a means of aiding the City, and shall, in no manner, be construed as an assumption of jurisdiction over said street, or an assumption of maintenance thereof.

5. COMMENCEMENT AND DESIGN: The date upon which the construction of the project shall commence, the design of the street or streets, and all other construction details shall be committed exclusively to the jurisdiction, discretion and judgment of the State.

6. APPORTIONMENT OF COSTS: The cost of the construction shall be borne by State and City, as follows:

Items, City:

Realignment of street
Construction of crushed rock base course

Should the project be undertaken, City shall construct or cause to be constructed, all items as listed under Article 6, Apportionment of Costs, Items, City. Such construction shall be a condition precedent to the State's performing any work or incurring any liability for this project.

Items and estimated costs, State:

Construction of crushed rock leveling course
Construction of oil mat surfacing
Engineering and contingencies

Total estimated cost to State ———————— $9,412.00

7. City agrees that the amount expended by State as its share of the within project, shall be deemed an allocation and distribution to the City within the meaning of Section 3 of Chapter 425, Oregon Laws 1947.

8. City agrees that it will upon the execution of this agreement, when any changes are made in existing street grades, proceed to establish the street grades as revised, in accordance with the city charter and city ordinances.

State shall have the irrevocable right to exercise or accept the within offer for a period of sixty (60) days from the date hereof. State may accept the offer herein by the passage of a resolution accepting said offer, and by notice of such resolution given over the signature of its secretary and addressed to the City and its governing body.

Regardless of any act or acts of its officers, agents or employees, State shall be under no obligation to City until such time as it has formally accepted the within offer.

Dated this 23 day of July, 1948.

APPROVED:

Chief Counsel, Oregon State
Highway Commission

APPROVED:

State Highway Engineer

CITY OF NEWPORT, by its governing
officers.

By M E Shrive
Mayor

By Ed Hay
Recorder

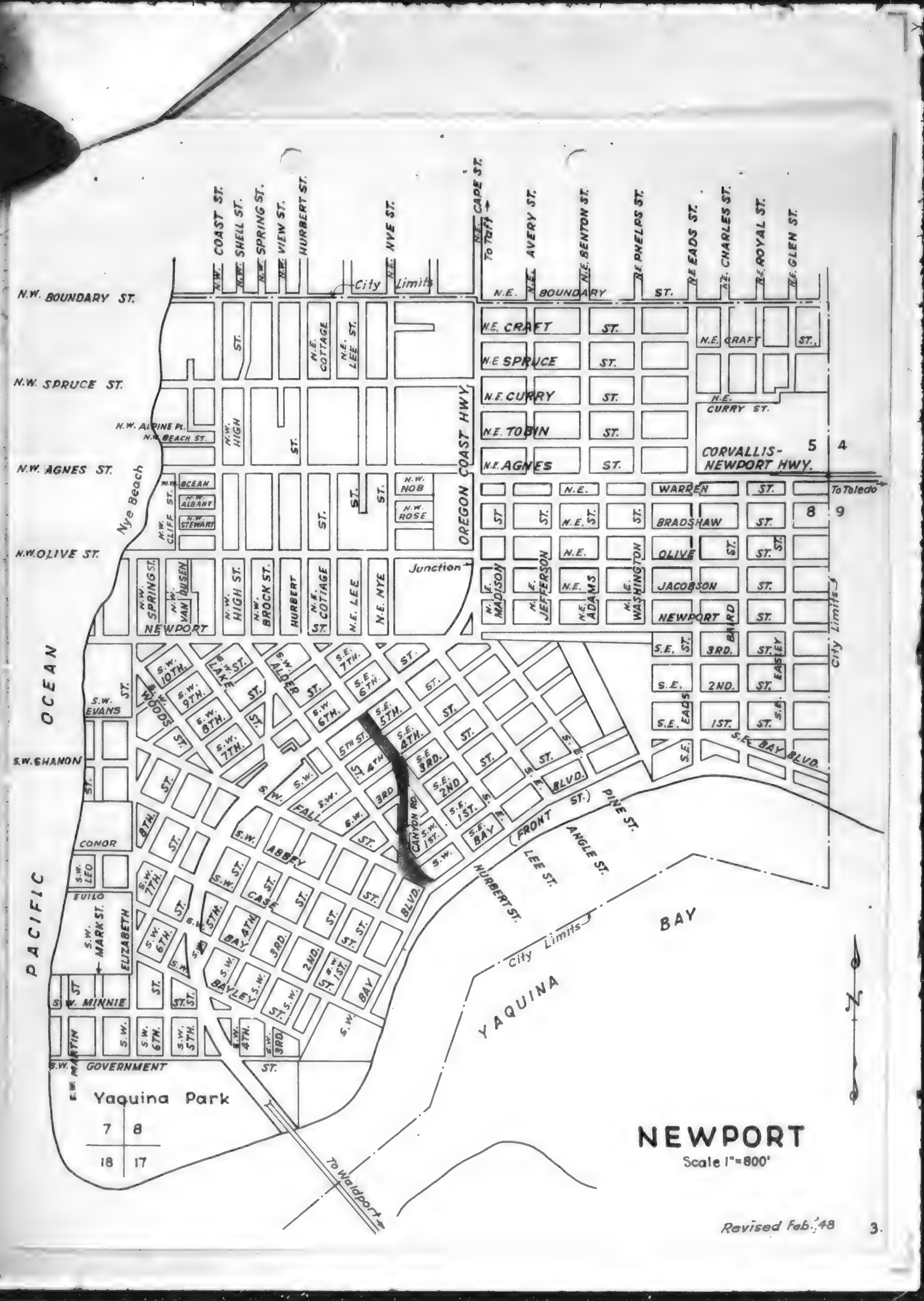
Accepted by Oregon State Highway Commission Aug. 9, 1948.
(date)

Notice given to City Oct. 28, 1948.
(date)

OREGON STATE HIGHWAY COMMISSION

SECRETARY

HCA:mm
7-20-48



NEWPORT

Scale 1"=800'

Revised Feb. '48

RECEIVED
OCT 22 1948
FOR FILING

321-4002

3048

October 19, 1948

Oregon State Highway Commission

Request for extension of time
No. 10
November 3 and 4 meeting

Gentlemen:

Herewith a request from J. E. and H. J. Conley for an extension of time on Contract No. 3048, Canyon Road Section in Newport, from September 30, 1948, to October 2, 1948.

The contractor's arrangements were such that this job would have been completed within the time limit, but, because of an excessive rain at the last moment, it was necessary to exceed the time limit by a period of two days.

I recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
H. G. Smith

RECEIVED
OCT 16 1948
FOR FILING

3[illegible]1-4000[illegible]

[illegible]

October 15, 1948

General Casualty Co.of America
Dooly & Co., Agent
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to pay the first estimate on contract No. 3048, covering surfacing on the Newport (Canyon Road) Section in Lincoln County, to J. N. & N. J. Conley. This payment, in the amount of $9,554.98, will be made on or after October 25, 1948. The retained percentage is $295.52, or 3% of the total amount earned by the contractor.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.

NOTED ON CARD
10-15-48

Form E-1—5M—1-46

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 2, 1948, 19

Section Newport Canyon Road

Kind of work Surf. & BIT. MAC.

Highway City Street

Section prefix 321-4002

Contractor J.N. & M.J. Conley

Contract number 3048

Date of contract Aug. 10, 1948, 19

Date of completion Sept. 30, 1948, 19

Date work started Sept. 11, 1948, 19

Estimated date of completion Oct. 2, 1948, 19

Amount of contract $ 9659

Per cent of time elapsed 104 %

Estimated cost of completed project, exclusive of engineering $ 10,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 280, %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed this project Friday night. Overruns in 3/4—0, 1½—3/4, 3/4—½ materials. This wasocasioned by the irregular shape of the old pavement and the city's design of the new grade. The contractor ran out of ½"¼" for the second seal late Friday and there being no other available, I authorized him to use his material stockpiles for rock backfill in drains for the aggregate in the second seal. This is nominally ½"—40 mesh. This was done on account of the fact that oiling weather was running out. Mackeral sky showing and the barometer falling. I started raining this morning and the project would not otherwise have been completed.

Semi-Final will be submitted in about three weeks. A monthly estimate is being turned in at once. Final being held for invoices.

RECEIVED
[illegible]
OFFICE OF
[illegible] ENGINEER

FINAL REPORT

NOTED
E. M. [illegible]

Signed S J Wallis

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		.3		.3	
Miles partially completed					
Miles completed		.3		.3	
Total estimated quantities		820		750	
Estimated quantities moved or placed to date		850		779	
Average daily quantities		283		260	
Average daily quantities necessary to complete project on time		Completed			
Number shifts per day				1	
Hours per shift				13	
Average force on project for week				12	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers .... Distr. 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Shrs	8	
Tuesday	Shrs—Fair	4	
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	Rain		

RECEIVED
AUG 30 1948
FOR FILING
321-4002

August 26, 1948

J. N. & M. J. Conley
4332 N. E. Royal Court St.
Portland, Oregon

Gentlemen:

We are enclosing herewith a fully executed copy of contract No. 3048, which was awarded to you on August 10, 1948 by the State Highway Commission, covering the Newport (Canyon Road) Section in Lincoln County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
AUG 16 1948
FOR FILING

321- 4002

3r48

August 11, 1948

J. N. & M. J. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Gentlemen:

The State Highway Commission on August 10, 1948, awarded you the contract for the Newport Bituminous Macadam Surfacing Project on Canyon Road in Lincoln County. This award was based on your low bid of $9,659.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

✓ Q

Secretary
OREGON STATE HIGHWAY COMMISSION

se

cc - Mr. S. H. Probert

NOTED
H. B. GLAISYER

Newport
$250,000 fund
(1948)

FORM E-36X 15M 10-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1948

SUBJECT: City agreements -
$250,000 fund

COPY

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

All agreements with regard to the city projects under the $250,000 fund for which bids are to be called at the Highway Commission meeting on August 9 and 10, have now been signed by the cities. The cities involved are listed below, together with the dates on which the agreements were forwarded to your office.

Beaverton - - - - - - - - - - - - - July 29, 1948
Central Point - - - - - - - - - - - June 1, 1948
(Forwarded to you
by George Neuner)
Florence- - - - - - - - - - - - - - July 29, 1948
Newport - - - - - - - - - - - - - - July 26, 1948
(Forwarded to you
by H. B. Glaisyer)
Tillamook - - - - - - - - - - - - - July 16, 1948

Agreement with the City of Central Point was approved by the Highway Commission at its June meeting.

Very truly yours,

C. H. Armstrong
Engineer, County and City Relations

ms

cc Mr. H. B. Glaisyer

C
O
P
Y

FORM E-30 10M 6-48 20490

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Newport, Oregon
July 17, 1948

SUBJECT: Canyon Road City of Newport
Estimate

To: Mr. F. D. Eason,
Division Engineer,
Salem, Oregon/

NOTED
C H AR[illegible]RONG

Dear Sir:

I am enclosing a print of a map by the City Engineer for the above project, a roll of crosssections and a file of computations and a sketch of a recommended section. It is my understanding that a heavier mat is desired on the new section and I have therefore indicated a B 3 for the part on the new widening and a B 2 for the existing pavement.

2"-0" Crushed rock in Leveling Course	425	C.Y.	$3.00	$1,275.00
3/4"-0 " " " " and shoulders	465	C.Y.	3.00	1,395.00
Mineral Aggregate	755	C.Y.	4.00	3,020.00
3/4-0 Cr. Rock in Binder Course	60	C.Y.	3.00	180.00
RC3 Asphalt in Binder Course	9	Tons	50.00	450.00
121-150 A sphalt	48	Tons	50.00	2,400.00
RC 3 Asphalt in Seal Coat	8	Tons	50.00	400.00
		Total		7,845.00
Engineering				1,000.00
		Grand Toatl		8,845.00

Very truly yours,

Signed S. F. Walters
Resident Engineer

RECEIVED
JUL 1 9 1948
ENGINEER
COUNTY & CITY RELATIONS

COPY

6-8-48

NEWPORT

PRELIMINARY ESTIMATE

City to daylight corners and make fills, place base rock

Estimated cost to City $4,100.00

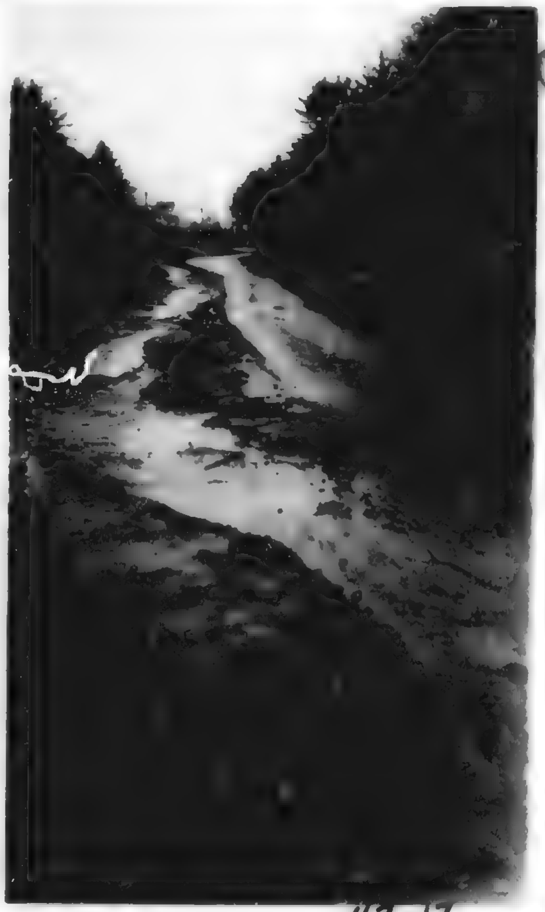
State to place leveling course of rock on new cuts and fills
Construct double thickness of B-2 on 2,870 sq. yds.
Construct B-2 penetration macadam on 4,250 sq. yds.
Engineering

Total estimated cost to State $9,412.00

If city desires curbs, to be constructed by city at their convenience.

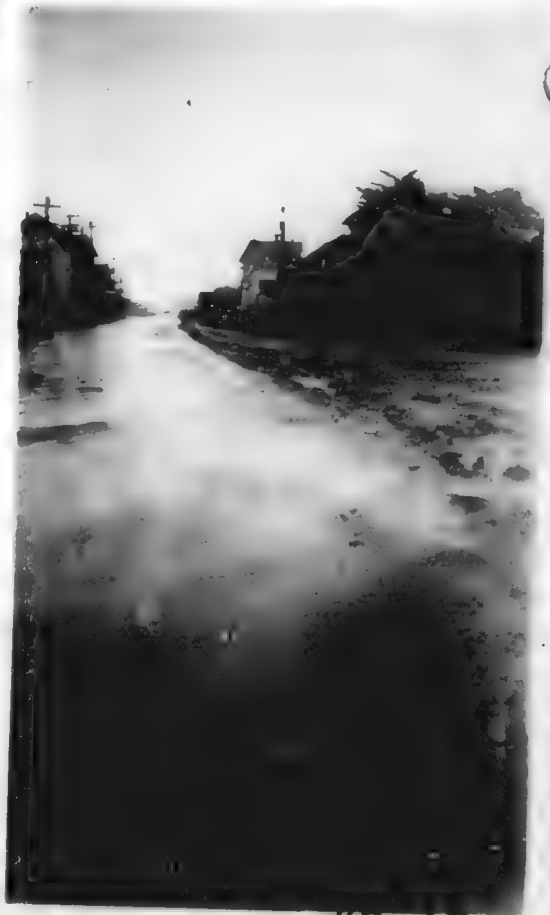
6-8-48

12-17-47



47-17

Newport 12-17-47
Canyon Road from 1st looking north



47-18

Newport 12-17-47
Canyon Road from 3rd looking north

Sheet 2 of 2

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

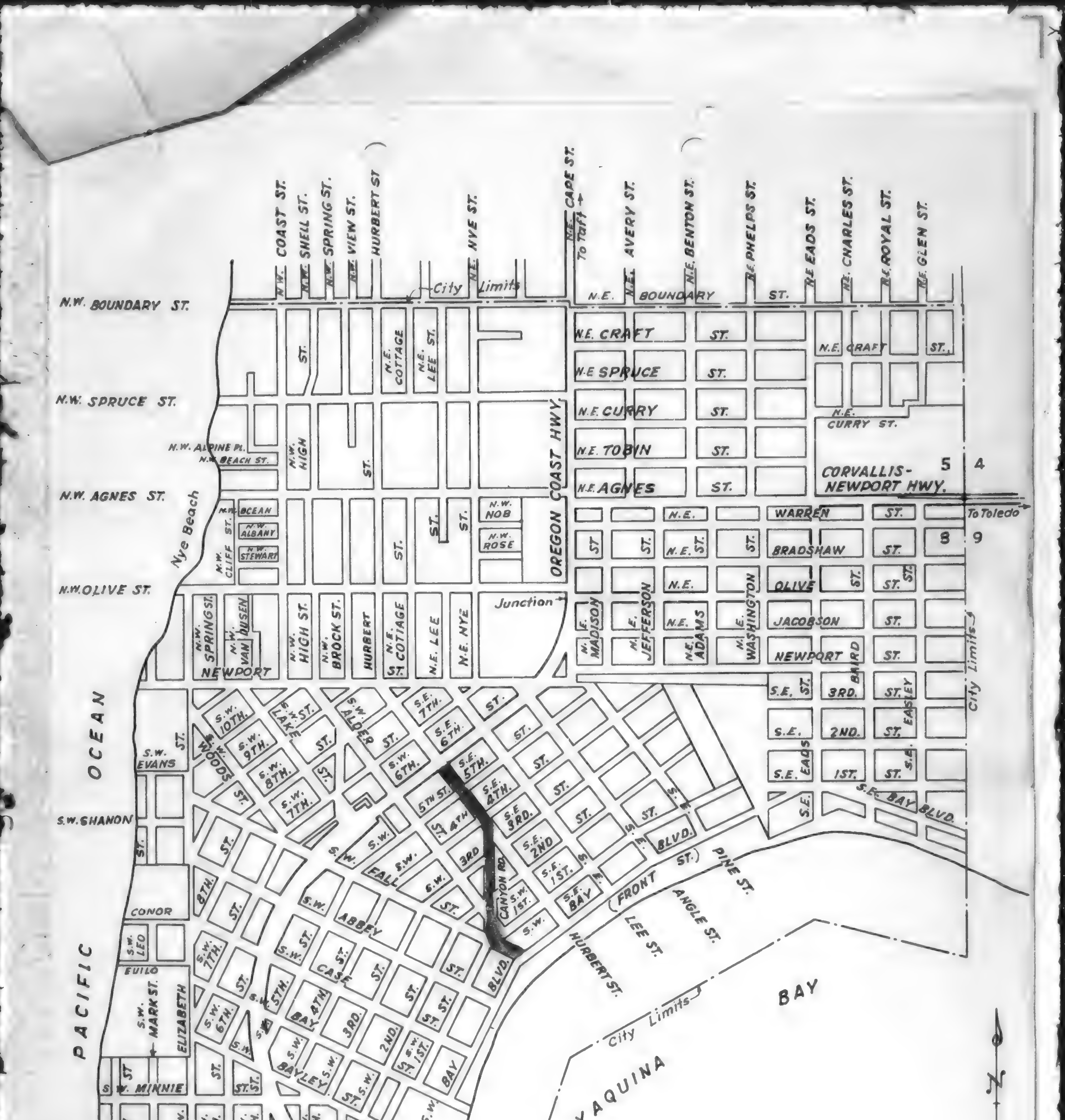
ROAD LOG DATA SHEET

Location Newport Logged by [illegible] Car No. 415
Road or Street #3. Waterfront Blvd Recorder HEA
Date 12/16/47 Weather Light rain - windy Project 250,000 (1948)

M. P.	Location	Length	Width	Type	Condition	Remarks
.00	End of Pavement		27.6' 20 oiled	Oil	good	City would like to have this oiled
.02	Pass road under bridge		24'	Gravel	Fair	so that it will carry more traffic
.20	End of Project.					to waterfront without going thru town

This street leads from Highway at bridge to dock area and evidently carries quite heavy traffic.
Their contemplated dock improvement leads them to believe that in the future there will be lots of traffic

#13 From Highway Looking East
#14 " 100' farther East
#15 Looking North from 2nd turn



NEWPORT

Scale 1" = 800'

Revised Feb., '48

RESOLUTION

12-3-47

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

"Note" according to light & water meters our present population is around 4500

WHEREAS, the City of Newport, Oregon is an incorporated city of the State of Oregon, and has a population of 2019, as given by the latest official census, and

WHEREAS, the following streets of said city, # 1 New route Highway 101 and 20 to Newport Docks, #2 Canyon Road # 3 Naterlin Blvd.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

1 Highway 101 & 20 to Newport Docks #2 Canyon Road # 3 XXXXX

Naterlin Blvd.

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Newport Oregon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 3rd day of December, 1947.

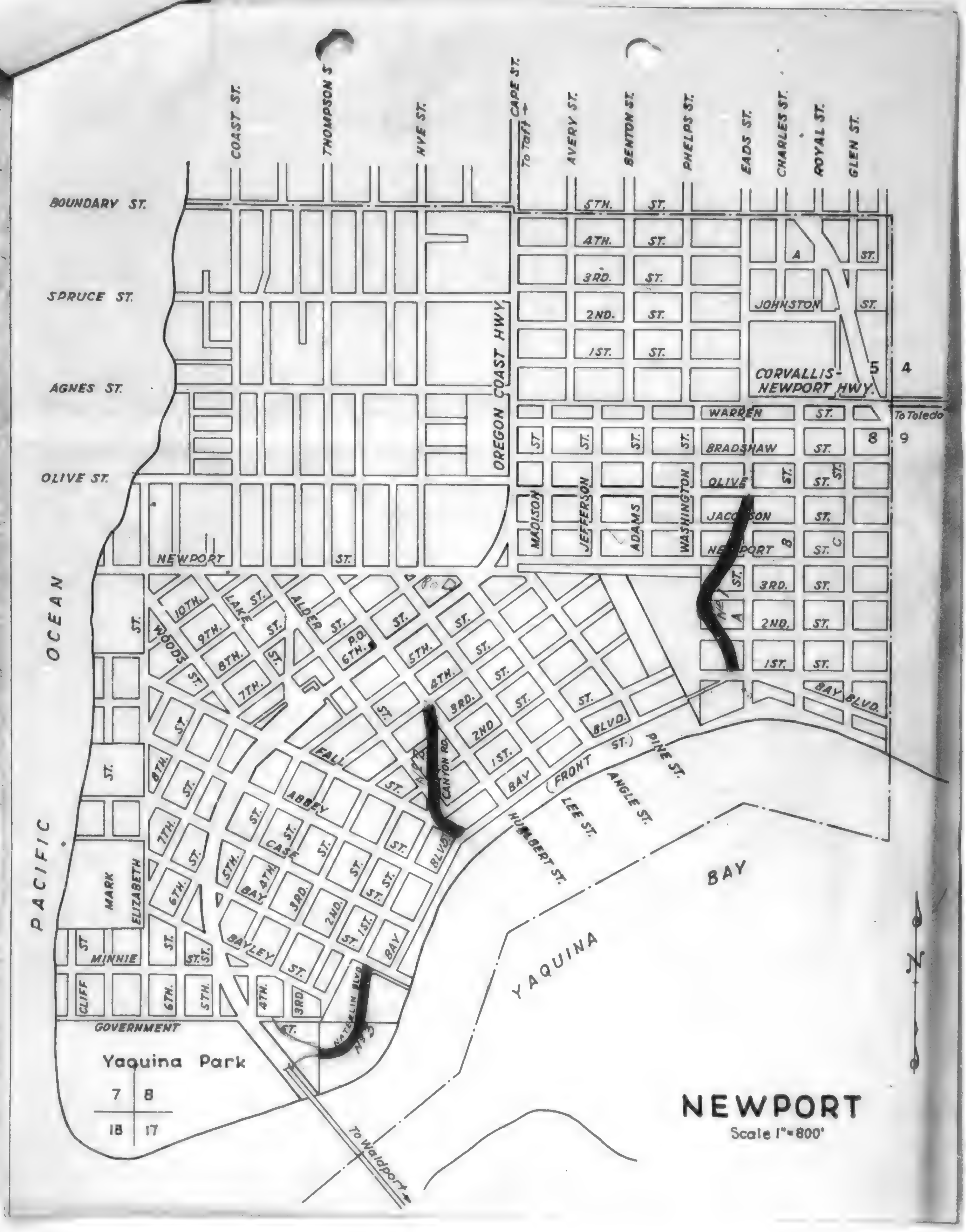
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Newport at a regular or special meeting of said council, held on the 3rd day of ______________, 1947, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4th day of December, 1947.

Leo C Brayton
City Recorder



NEWPORT

Scale 1"=800'

F-309(2) Mill Creek Bridge, Warm Springs Hwy. 1948
#3049

RECEIVED
17 1951
FOR FILING

F-309 (2)

3049

September 14, 1951

Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Attention Mr. K. M. Mace, Assistant Manager

Gentlemen:

This is to acknowledge your letter of September 10 as to whether or not any suit had been filed against Don L. Cooney, Inc., in connection with State Highway Contract No. 3049 for construction of the Mill Creek Bridge on the Warm Springs Highway in Wasco County.

As stated in your letter, we have record of a claim by American Steel Warehouse Company, but we have no knowledge that any suit was brought in connection with the claim. Our records show that the contract was completed November 18, 1949, accepted by the Commission December 19, 1949, and final payment mailed to the contractor on March 2, 1950.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:ehr

cc Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 12, 1951

3049

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are enclosing for your attention, a letter received from Hansen & Rowland Inc., General Agents, Tacoma, Washington.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

REFERRED TO
BY SECRETARY

[illegible]

RECEIVED
SEP 13 1951
OREGON
STATE HIGHWAY COMMISSION

3192

H. T. HANSEN, Pres. I. C. ROWLAND, Secy.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS · GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

September 10, 1951

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Secretary of State
Salem, Oregon

RE: Bond No. 54833 - Don L. Cooney, Inc. -to- State of Oregon - Construction of Mill Creek Bridge on Warm Springs Highway in Wasco City, Bridge No. 1660 - Contract No. 3049, Prefix 33-1015, F A P No. F-309 (2).

Dear Sir:

A claim was filed against the captioned project and we are wondering if you could advise us as to whether or not any suit has been brought against the principal in connection with said claim.

Thanking you for your attention to this matter, we are

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

K. M. Mace

K. M. Mace, Asst. Mgr.
Surety Bond Department

KMM:zlc

SECRETARY OF STATE
RECEIVED
SEP 12 1951
EARL T. NEWBRY

Referred to State Highway Department.

STATE DEPARTMENT

RECEIVED
MAR 3 1950
FOR FILING

7-309(2)

Files

OREGON STATE HIGHWAY COMMISSION

Feb. 28, 1950
(Date)

3049	16-final	Don L. Cooney, Inc.
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
2419	369485	17,709.15	2/27/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: MAR 2 1950

NOTED ON CARD
3-2-50 gc

OREGON STATE HIGHWAY COMMISSION

Feb. 28, 1950
(Date)

3049 (Contract No.)	16-final (Est. No.)	Don L. Cooney, Inc. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
2419	369485	17,709.15	2/27/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Nov. 30,1949

ACCOUNTING DIVISION

Completed: Nov. 18, 1949

Contract Accepted: Dec. 19, 1949

Time Extensions: None needed

Penalties: None of record

Claims: None outstanding

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
FEB 9 1950
FOR FILING

9-309(2)

3049

February 9, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3049, for construction of the Mill Creek Bridge on the Warm Springs Highway in Wasco County, has been completed by the contractor, Don L. Cooney, Inc., and that final payment in the amount of $17,709.15 will be made on or after February 20, 1950.

There is a controversial claim filed against this project by the American Steel Warehouse Co. We refer you to recent correspondence.

For your information we wish to advise that the total contract amount is $312,037.90, of which amount $11,579.06 represents force account items. This contract was completed on November 18 and accepted by the Highway Commission on December 19, 1949.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Tacoma, Wash.

NOTED ON CARD
2-9-50, gl

RECEIVED
FOR FILING
7-309(2)

Files

3049

Howard P. Arnest
Lawyer
Yeon Building
Portland 4, Oregon

COPY

January 24, 1950

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Gentlemen:

I am writing you in behalf of American Steel Warehouse Company of this city and request payment of the sum of $1034.34 with interest at 6% per annum from September 1, 1949 owing to my said client on account of materials consisting principally of steel furnished to John O. Lundstrom of Portland, Oregon, who was a subcontractor under Don L. Cooney, Inc. for metal handrail on Mill Creek bridge in Wasco County, Oregon under Oregon State Highway contract No. 3049 entered into between the Oregon State Highway Department and said Don L. Cooney, Inc.

It appears that you are the surety under bond of Don L. Cooney, Inc. dated August 20, 1948 and designated as "Mill Creek bridge, No. 1660", which bond was furnished to accompany said contract. If you care to have copies of invoices covering the materials, I shall be glad to furnish them to you. At any rate I shall appreciate remittance at an early date.

Very truly yours,

Howard P. Arnest

A:g
cc Hansen & Rowland, Inc. of Oregon
Henry Building
Portland 4, Oregon

Don L. Cooney, Inc.
1749 Airport Way
Seattle 4, Washington

Oregon State Highway Commission
Salem, Oregon

1-25-50 JF

RECEIVED
JAN 23 1950
FOR FILING

7-309(2)
3049

3049

January 20, 1950

Don L. Cooney, Inc.
2318 South Tacoma Way
Tacoma 3, Washington

Gentlemen:

I enclose for your information copy of a letter dated January 18, 1950, from the State Highway Commission's Chief Counsel, Mr. J. M. Devers, to myself, which will be of interest to you inasmuch as it concerns the claim of the American Steel Warehouse Company for steel furnished you through Mr. Lundstrom, and used by you in connection with your contract for the construction of the Mill Creek Bridge.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:te
Enc.

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Hansen & Rowland, Inc.
Tacoma, Washington

REFERRED TO
Query
BY SECRETARY

note Mr. Devers letter on card

NOTED ON CARD
1-20-50 gl

FORM E-30 25M 6-49 32602

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1950

SUBJECT:

NOTED
H. B. GLAISYER

To: Mr. H. B. Glaisyer
Secretary

NOTE TO [illegible]
DATE 1/20

Dear Mr. Glaisyer:

This is by way of answer to your request of January 9 relative to the controversy between Don L. Cooney, Inc. and the American Steel Warehouse Company.

As I understand the facts the State let a contract to Don L. Cooney, Inc. for the construction of a bridge. In the performance of the contract Don L. Cooney, Inc. placed an order with Mr. Lundstrom for some steel or other materials. The materials were delivered to Don L. Cooney, Inc., but it appears they were delivered by the American Steel Warehouse Company without any information to Don L. Cooney, Inc. that the order was not being filled directly by Mr. Lundstrom.

As I understand the facts Don L. Cooney, Inc. had no direct or indirect business relations with the American Steel Warehouse Company and on that assumption it is my opinion that Don L. Cooney, Inc. is under no obligation to pay the American Steel Warehouse Company. Don L. Cooney, Inc. is directly responsible to Mr. Lundstrom. If Mr. Lundstrom gives to the Don L. Cooney Company an order directing that Company to pay the American Steel Warehouse Company, I presume that Don L. Cooney Company would be at liberty and would be safe in following the order.

As far as the State's relations and obligations are concerned, it is my opinion that they are related to the Cooney Company as our contractor, and to creditors of our contractor, and since the American Steel Warehouse Company is not one of our creditors, and according to the facts given us is not a creditor of Don L. Cooney, Inc., then it is my opinion that the Highway Commission has no responsibility or obligation to the American Steel Warehouse Company. If I have not been given the full or correct facts then, of course, the situation would be different.

I recommend that if Don L. Cooney, Inc. has completed its contract to the satisfaction of the Highway Commission and its Engineer and the job is ready for acceptance that it be accepted and that final payment be made to Don L. Cooney Company, with the consent of

RECEIVED
JAN 10 1950
FOR FILING

4309(2)

#3049

January 9, 1950

Don L. Cooney, Inc.
2318 South Tacoma Way
Tacoma 3, Washington

Attention: Mr. Don L. Cooney

Gentlemen:

I have just received your letter of January 6, 1950, with further reference to the claim of the American Steel Warehouse Company against your Mill Creek Bridge job. Due to the legal features involved I am referring it to the Highway Commission's Chief Counsel, Mr. J. M. Devers, for reference. No doubt you will hear from him shortly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHG:fm

cc - J. M. Devers

January 9, 1950

J. M. Devers
Chief Counsel

Attached hereto is a letter I have received from Don L. Cooney, Inc. with further reference to the claim of Americal Steel Warehouse Company against the Mill Creek Bridge job. In the fourth paragraph thereof you will note their inquiry whether or not the State Highway Commission recognises the claim of the American Steel Warehouse Company, and if so what action Don L. Cooney, Inc. can take to insure prompt payment of money to them in connection with this job.

On January 3, I sent the Don L. Cooney Company a copy of your letter of December 30, 1949, directed to Hansen & Rowland, Inc., Tacoma, Washington, so they are advised of your views in the matter. Will you please write the Don L. Cooney Company, with carbon copy to me, in reply to their present inquiry.

HBG:fm
Secretary

Enc. 2

DON L. COONEY, Inc.

CONTRACTORS-ERECTORS
TRUCK CRANE SERVICE

2318 So. Tacoma Way
Tacoma 3, Washington
GArland 4404

1749 Airport Way
Seattle 4, Washington
SEneca 5690

January 6, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

About the American Steel Warehouse alleged claim against our Mill Creek Bridge job; we have been to our attorney who advises that we are in the clear on this matter.

We purchased this material from Mr. Lundstrom under purchase order on open account. He was never at any time a subcontractor and we therefore felt that it was not our responsibility to ascertain if he had paid his bills.

He rendered his invoice and it was promptly paid with never any notice from the American Steel Warehouse Company until long after.

We do not wish to have our money due from you, tied up at all. We contacted the American Steel Warehouse Co. and they refuse to withdraw their claim. Do you recognize their claim and if so, what action can we take to insure prompt payment from you?

Your advice will be greatly appreciated.

Your letter of January 3 was received and discussed carefully.

Yours very truly,

DON L. COONEY, INC.

By Don Cooney
Don L. Cooney

DLC;k

RECEIVED
JAN 9 1950
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
FOR FILING
7-309 (2)
3049

MARYLAND CASUALTY COMPANY
STEWART McDONALD, CHAIRMAN OF THE BOARD
WILLIAM T. HARPER, PRESIDENT
BALTIMORE 3
CLAIM DIVISION
W. KENYON LLOYD
VICE-PRESIDENT

H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION
FRED E. BAUSCH
CHIEF CLAIM ATTORNEY

SURETY DEPARTMENT
GEO. W. DEXTER, MANAGER

January 6, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Sec.

Re: Our Claim Number 3-50-Cont.
State of Oregon
Don L. Cooney

Gentlemen:

We have your letter of December 27 and have referred the matter to our Tacoma Office for making an investigation.

Very truly yours,

Geo W Dexter

George W. Dexter
Manager

GWD:SP

CC: Hansen & Rowland, Inc.
Tacoma, Wn.

NOTED
H. B. GLAISYER

RECEIVED
JAN 10 1950
OREGON
STATE HIGHWAY COMMISSION

1-10-50 gl

RECEIVED
JAN - 6 1950
FOR FILING

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

January 5, 1950

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

NOTED
H. B GLAISYER

Oregon State Highway Commission
Salem, Oregon

Attention Mr. J. M. Devers

Dear Mr. Devers:

Re: Bond No. 54833 - DON L. COONEY, INC.
Mill Creed Bridge

Many thanks for your letter in reply to mine to Mr. Glaisyer concerning the claim of the American Steel Warehouse Company against the contract of Don L. Cooney for the construction of the Mill Creek Bridge.

In that letter you stated that you were sending me a pamphlet containing the statutories and provisions with respect to the question raised in connection with this claim, but this pamphlet has not yet come to hand, and if you have failed to send it, we would appreciate receiving the same.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn

A. Van R. Schermerhorn
Mgr., Surety Bond Dept.

AVRS:lc
CC to Mr. H. B. Glaisyer,
Secretary of the
Oregon State Highway Commission
Salem, Oregon

RECEIVED
JAN - 6 1950
FOR FILING

F, 3

Mrs Lewis

noted F. Q.

January 3, 1950

Don L. Cooney, Inc.
2318 So. Tacoma Way
Tacoma 3, Washington

Gentlemen:

Please pardon this delayed reply to your letter of December 19, 1949, regarding the claim of the American Steel Warehouse Company.

To give you the information requested, I attach hereto a copy of a letter from the Highway Commission's Chief Counsel, Mr. J. M. Devers, to Hansen and Rowland, Inc., your surety, on the same subject. I think Mr. Dever's letter is very clear and there is nothing that I can add to it.

Respectfully yours,

Secretary
[redacted]

HBG:te
Enc.

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

NOTED ON CARD

1-3-50

DON L. COONEY, INC.

CONTRACTORS-ERECTORS
TRUCK CRANE SERVICE

2318 So. Tacoma Way
Tacoma 3, Washington
GArland 4404

1740 Airport Way
Seattle 4, Washington
SEneca 5690

December 19, 1949

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

RE: Contract No. 3049
Mill Creek Bridge

Gentlemen:

Your letter of December 16 regarding the claim of the American Steel Warehouse Company can best be answered by your reading of the attached copy of a letter we sent to them on November 18.

Our purchase from John G. Lundstrom was made under a standard purchase order agreement the same as our cement and other miscellaneous items. The way we interpret the Oregon law, the American Steel Warehouse Company did not present their claim in time.

Would you please advise us if we are correct in our interpretation of this situation.

Yours very truly,

DON L. COONEY, INC.

By Don L. Cooney
Don L. Cooney

DLC:k
cc: Hansen & Rowland

copy of this to Hansen 12/27 with copy of letter from surety — asked him to tell me what to say to surety.
HBG

12-21-49

RECEIVED
DEC 21
OREGON
STATE HIGHWAY COMMISSION

November 18, 1949

American Steel Warehouse Company
425 N. E. Ninth Avenue
Portland 14, Oregon

Attention: Mr. A. W. Knutson, Mgr.

Dear Sir:

In regard to your letter of November 12 about your invoices to John G. Lundstrom, we are sorry that you have not been paid and we accept no liability whatever towards this account.

The Oregon law states that you must notify us within seven (7) days after delivering the material to make a lien allowable. This was not done.

This man was not a subcontractor so we do not recognize his claimants.

If you had notified us and sought protection for your account even after the lien time expired, we would still have been glad to help you. Now, Lundstrom had been paid and we consider the matter closed.

Yours very truly,

DON L. COONEY, INC.

By________________________
Don L. Cooney

DLC:k

RECEIVED
DEC 21 1949
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
12-21-49,

FORM E-122X [illegible] 8-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Dec. 30, 1949

Hansen & Rowland, Inc.

Tacoma, Washington

Gentlemen:

Mr. Glaisyer just handed me your letter dated December 22, relative to some controversy between Don L. Cooney, Inc. with respect to his contract for the construction of the Mill Creek Bridge on the Warm Springs Highway in Wasco County, the contract being identified as Bridge No. 1600, Contract No. 3049.

It appears from the letter that in connection with his contract, he ordered steel from John J. Lunstrom Company. It appears also that in return, John J. Lunstrom Company ordered the steel from the American Steel Warehouse Company. The steel was delivered to Don L. Cooney, Inc. by the American Steel Warehouse Company without any information to Don L. Cooney, Inc. that such steel was not being furnished by the John J. Lunstrom Company from whom it was ordered by the Cooney Construction Company. The question now seems to be the matter of liability and obligation on the part of Don L. Cooney, Inc. to pay the American Steel Warehouse Company.

I recommend that your assured contact and take the advice of its personal attorney, because it is difficult for me to give proper legal advice without being familiar with all of the facts and without having opportunity to discuss the subject with the party involved. Ordinarily, Don L. Cooney, Inc. is liable to John J. Lunstrom Company, from which Company he ordered the steel, and I would not advise that the Cooney concern pay the American Steel Warehouse Company without having the approval and consent of the John J. Lunstrom Company. Neither would I advise the Cooney concern to pay the American Steel Warehouse Company any sum in advance of the agreed price between the Cooney concern and the Lunstrom concern.

Under separate cover, I have mailed you a copy of our pamphlet giving the laws of the State regarding roads, highways,

Page 2

bridges, etc., and I call your attention to pages 251 and 255. Then, I call your attention to the provisions of the State's contract Don L. Cooney, Inc., under the provisions of the performance bond, wherein you will find that the contractor is obligated to pay all claims for labor and material furnished in connection with the job, both claims incurred by the contractor and by his subcontractor or subcontractors.

As I understand the facts as given in your letter to Mr. Glaisyer, the American Steel Warehouse Company was in no wise a subcontractor and contracted no obligation with the original contractor. The facts as given in your letter seem to be that the obligation for the payment of the steel is an obligation of Cooney Company to Lunstrom Company, and if Lunstrom Company owes someone else, it would be Lunstrom Company's obligation, as I understand the facts; however, as I have already stated, I am not attempting to advise any of the parties involved in this transaction because I am not in a position to know all of the facts.

Yours very truly,

J. M. DEVERS

JMD:FRC

cc- Hansen & Rowland, Inc.
Portland, Oregon
Mr. H. B. Glaisyer
Mr. W. C. Williams

NOTED ON CARD

2-31-47, g.f

RECEIVED
JAN - 4 1950
FOR FILING

3094

Files

December 27, 1949

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of December 22nd to which was attached three copies of a claim filed with your office by the American Steel Warehouse Company against Don L. Cooney in connection with his Contract 3049 in the amount of $1,834.34.

This claim bears your file No. 3192.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
12-27-49 gl

Mr Glaisyer

Please return to me
I'll hold it a day or so.
to see if we get copies of claim
from Secty of State &
then notify surety &
Contractor

FQ

FILED
FOR FILING

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

December 22, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir;

We have received from Howard P. Arnest, Lawyer, Portland, and filed as of this date a notice of claim by American Steel Warehouse Company, for materials furnished in the sum of $1,834.34, against the bond taken from Don L. Cooney, Inc., principal and the Maryland Casualty Company, surety, for the work of constructing a bridge over Mill Creek on the Warm Springs Highway in Wasco County, Oregon, State Highway Contract No. 3049, our file number 3192.

We are enclosing a copy of Mr. Arnest letter, together with three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

N:FA

Enc.

12-23-49, gl

RECEIVED
JAN 4 1950
FOR FILING

3049

Mr. Lewis

December 27, 1949

Maryland Casualty Company

Baltimore 3, Maryland

Gentlemen:

Attached hereto is a copy of a claim received by us from the Secretary of State. This claim has been filed by the American Steel Warehouse Company against John G. Lundstrom, a sub-contractor under Don L. Cooney, Inc., who holds our Contract No. 3049 for construction of the Mill Creek Bridge on the Warm Springs Highway in Wasco County. This claim, in the amount of $1,834.34, is principally for steel bars furnished to the sub-contractor between July 8 and September 1, 1949.

This information is furnished as the Maryland Casualty Company appears as surety on the bond executed in connection with Contract 3049.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Don L. Cooney, Inc.
1749 Airport Way
Seattle, Washington

12-27-49

COPY

Earl T. Newbry
Secretary of State
State Capitol
Salem, Oregon

NOTICE

Re: State Highway Contract No. 3049

In reference to the project covered by the above contract, which is understood to be referred to as "Construction of a bridge over Mill Creek on the Warm Springs Highway in Wasco County, Oregon", Don L. Cooney, Inc. of Seattle, Washington, contractor: Notice is hereby given that the undersigned, American Steel Warehouse Company, an Oregon corporation, 425 NE 9th Avenue, Portland 14, Oregon, has a claim for materials consisting principally of steel bars furnish to John G. Lundstrom, subcontractor under Don L. Cooney, Inc., above named, from July 8, 1949 to September 1, 1949, both inclusive, totalling $1834.34, which claim is asserted against the bond taken from said Don L. Cooney, Inc. as principal, and Maryland Casualty Company as surety, for the work of the aforesaid bridge construction contract.

This notice is given pursuant to OCLA, Section 98-101.

DATED at Portland, Oregon, December 19, 1949.

AMERICAN STEEL WAREHOUSE COMPANY

By HUGH E. HEDINGER

President

STATE OF OREGON)
County of Multnomah) ss

I, Hugh E. Hedinger, being first duly sworn, on oath say: That I am president of American Steel Warehouse Company, an Oregon corporation, claimant named in the foregoing notice; that materials were furnished as in the foregoing notice stated and were supplied by said claimant for use in said bridge construction work and were furnished and used therein; that the amount stated is owing therefor and that no part thereof has been paid.

HUGH E. HEDINGER

Subscribed and sworn to before me this 19th day of December, 1949.

L. GRUEGER

(SEAL)

Notary Public for Oregon.
My commission expires March 2, 1951.

ENDORSED:
File Number 3192
Filed December 22, 1949
EARL T. NEWBRY, Secretary of State

COPY

HOWARD P. ARNEST

Lawyer
Yeon Building

Portland 4, Oregon

December 20, 1949

Earl T. Newbry
Secretary of State
State Capitol
Salem, Oregon

Re: State Highway Contract No. 3049

Dear Sir;

Herewith I enclose notice of claim of American Steel Warehouse Company for materials furnished John G. Lundstrom, subcontractor under Don L. Cooney, Inc., contractor on the above project, which claim is asserted against the bond of the contractor, Maryland Casualty Company, surety. In behalf of the claimant will you please furnish me with a certified copy of the contract and of the bond, as provided under Section 98-101, OCLA.

Kindly acknowledge receipt of the notice and file the same as specified by the above section of the code.

Very truly yours,

HOWARD P. ARNEST

Howard P. Arnest

A:g
Enc.
cc Oregon State Highway Commission
Salem, Oregon

X [illegible]

December 22, 1949

Mr. Howard P. Arnest
Yeon Building
Portland 4, Oregon

Dear Mr. Arnest:

This is to acknowledge receipt of your letter of December 20 concerning the claim of American Steel Warehouse Company against John G. Lundstrom, sub-contractor under Don L. Cooney who holds State Highway Contract No. 3049. We also received a copy of your letter and a copy of the claim addressed to the Secretary of State.

This job was completed on November 18, 1949, but to date has not been accepted by the Commission.

As requested in your letter we are enclosing herewith a certified copy of Contract 3049 and the bond pertaining thereto.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

12-22-49 gl

Howard P. Arnest
Lawyer
Yeon Building
Portland 4, Oregon

December 20, 1949

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: State Highway Contract No. 3049

Gentlemen:

Thank you for your letter of November 18. I represent the American Steel Warehouse Company which furnished steel to John G. Lundstrom, subcontractor under Don L. Cooney, Inc., and which asserts claims against the bond in the sum of $1834.34. Herewith I enclose copy of letter of this date to the Secretary of State with which I enclosed original notice of claim and request for copy of the contract and bond under OCLA, Section 98-101. Copy of the notice is also enclosed herewith.

Will you kindly advise me the date of completion of the contract. I presume the copy of the contract and bond will come from the office of the Secretary of State.

Very truly yours,

Howard P. Arnest

A:g
Encs.-2

RECEIVED
DEC 2? 19
SALEM
STATE HIGHWAY COMMISSION

REFERRED TO
SECRETARY

Secretary
prepare reply & [illegible]
and have certified copy
[illegible]

12-22-49 JC

COPY

December 20, 1949

Earl T. Newbry
Secretary of State
State Capitol
Salem, Oregon

Re: State Highway Contract No. 3049

Dear Sir:

Herewith I enclose notice of claim of American Steel Warehouse Company for materials furnished John G. Lundstrom, subcontractor under Don L. Cooney, Inc., contractor on the above project, which claim is asserted against the bond of the contractor, Maryland Casualty Company, surety. In behalf of the claimant will you please furnish me with a certified copy of the contract and of the bond, as provided under Section 98-101, OCLA.

Kindly acknowledge receipt of the notice and file the same as specified by the above section of the code.

Very truly yours,

Howard P. Arnest

A:g
Enc.
cc Oregon State Highway Commission
Salem, Oregon

Earl T. Newbry
Secretary of State
State Capitol
Salem, Oregon

NOTICE

Re: State Highway Contract No. 3049

In reference to the project covered by the above contract, which is understood to be referred to as "Construction of a bridge over Mill Creek on the Warm Springs Highway in Wasco County, Oregon", Don L. Cooney, Inc. of Seattle, Washington, contractor: Notice is hereby given that the undersigned, American Steel Warehouse Company, an Oregon corporation, 425 NE 9th Avenue, Portland 14, Oregon, has a claim for materials consisting principally of steel bars furnish to John G. Lundstrom, subcontractor under Don L. Cooney, Inc., above named, from July 8, 1949 to September 1, 1949, both inclusive, totalling $1834.34, which claim is asserted against the bond taken from said Don L. Cooney, Inc. as principal, and Maryland Casualty Company as surety, for the work of the aforesaid bridge construction contract.

This notice is given pursuant to OCLA, Section 98-101.

DATED at Portland, Oregon, December 19, 1949.

AMERICAN STEEL WAREHOUSE COMPANY

By Hugh E. Hedinger

President

STATE OF OREGON)
County of Multnomah) ss

I, Hugh E. Hedinger, being first duly sworn, on oath say: That I am president of American Steel Warehouse Company, an Oregon corporation, claimant named in the foregoing notice; that materials were furnished as in the foregoing notice stated and were supplied by said claimant for use in said bridge construction work and were furnished and used therein; that the amount stated is owing therefor and that no part thereof has been paid.

Hugh E. Hedinger

Subscribed and sworn to before me this 19th day of December, 1949.

L. Grueger

Notary Public for Oregon.
My commission expires March 2, 1951.

(SEAL)

RECEIVED
DEC 22 [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

9-307(2)

3049

Mrs Lewis

December 16, 1949

Hansen and Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Attention: Mr. A. Van R. Schermerhorn

Gentlemen:

This is to acknowledge your letter of December 14 in which you requested information concerning a claim in the amount of $1,834.34 filed against Don L. Cooney, Inc., Contract No. 3049.

We have searched our files on this job and believe that you are correct in stating that you have not had previous notice from us on this claim. To bring the matter up to date, on November 18 we received a letter from Howard P. Arnest, Yeon Building, Portland 4, which letter was forwarded to us by the Secretary of State, advising that the American Steel Warehouse Company has a claim in the amount of $1,834.34 for materials used in construction of the Mill Creek Bridge in Wasco County for which Mr. Cooney holds our Contract No. 3049. The letter from Mr. Arnest requested the name of the surety on this contract so that he could file a notice of claim under O.C.L.A 98-101.

To date, this claim has not been received in our office.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

12-16-49

ce of letter is [illegible] of semi-final
payment

11-18 letter by HBG to HP Arnest
cc to Secty of State

H. T. HANSEN, PRES. I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.
GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

December 14, 1949

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have copy of your letter of December 9 addressed to Maryland Casualty Company relative to Contract No. 3049, Don L. Cooney, Inc., and note your statement that there is a claim filed against this contract of $1,834.34 of which we have been previously advised.

We would appreciate receiving a copy of your previous advice in this case as our files do not disclose that we have had any previous notice of any claim being filed against this contract.

Thanking you in advance, we are

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A Van R Schermerhorn

A. Van R. Schermerhorn
Mgr., Surety Bond Dept.

AVRS:elo

[illegible] ON CARD

12-15-49

REFERRED TO
Geary
BY SECRETARY
prepare reply

RECEIVED
DEC 15 [illegible]
OREGON
STATE HIGHWAY COMMISSION

December 16, 1949

Don L. Cooney, Inc.
1749 Airport Way
Seattle, Washington

Gentlemen:

On November 18 we received a letter from Mr. Howard P. Arnest, Yeon Building, Portland 4, advising that he represents the American Steel Warehouse Company who have a claim in the amount of $1,834.34 for materials used in construction of the Mill Creek Bridge in Wasco County, which appears to be the contract you hold bearing our No.3049.

This data is passed on to you for your information. We have also notified the surety on the bond of its receipt in this office.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

12-16-49 g

RECEIVED
DEC 12 1949
FOR FILING

7-302(2)

3049

December 9, 1949

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Don L. Cooney, Inc., on contract No. 3049, covering construction of the Mill Creek Bridge on the Warm Springs Highway in Wasco County. This payment, in the amount of $25,005.65, will be made on or after December 19, 1949. The retained percentage is $9,102.95.

There is a claim filed against this contract by the American Steel Warehouse Co., of which you have been previously notified, in the amount of $1,834.34.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

TED ON CARD
12-9-49

RECEIVED
NOV 23 1949
FOR FILING

7-307(2)

3049

Mrs Lewis

November 18, 1949

Mr. Howard P. Arnest
Attorney at Law
Yeon Building
Portland 4, Oregon

Dear Mr. Arnest:

The Hon. Earl T. Newbry, Secretary of State, has forwarded to me your letter of November 16, 1949, inquiring as to the name of the surety on the bond furnished by Don L. Cooney, Inc., in connection with its contract with the Highway Commission for the construction of the bridge over Mill Creek on the Warm Springs Highway, Wasco County.

The contract to which you refer is State Highway Contract No. 3049, and the official description of the project is, "construction of a bridge over Mill Creek on the Warm Springs Highway in Wasco County, Oregon". Don L. Cooney, Inc., is the contractor, address, 1749 Airport Way, Seattle, Washington.

The bond furnished by the contractor in connection with this job was written by the Maryland Casualty Company, Hansen & Rowland, Inc., agents, Puget Sound Bank Building, Tacoma, Washington. The address of the local agent for Hansen & Rowland, Inc., is 609 Henry Building, Portland.

The above information I believe is sufficient for your use in filing claim against the bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:te

cc - Hon. Earl T. Newbry
Secretary of State
C A P I T O L

[illegible]

~~11-15-49~~ g

#3049

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

November 17, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Office Building
Salem, Oregon

Dear Mr. Glaisyer:

We are enclosing for your attention, a letter from Howard P. Arnest, Attorney for the American Steel Warehouse Company which has a claim for materials used in the construction of the Mill Creek Bridge in Wasco County, in which he requests the name of the surety on the bond covering the contract, contract number, etc.

Very truly yours,

Earl T. Newbry
Secretary of State

N:FL

ENC.

RECEIVED
NOV 18 [illegible]
STATE HIGHWAY COMMISSION

NOTED TO Arnest
DATE 11-18

NOTED ON CARD
11-18-49

Howard P. Arnest
Lawyer
Yeon Building
Portland 4, Oregon

November 16, 1949

Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

I represent American Steel Warehouse Company which has a claim in the sum of $1834.34 for materials used in construction of the Mill Creek Bridge in Wasco County, Oregon, a part, as I understand it, of the Warm Springs Highway job wherein Don L. Cooney, Incorporated, of Seattle, Washington was the contractor.

With such identification can you advise me of the name of the surety on Cooney's bond and give me the proper identification of the job so that I may file notice under OCLA 98-101?

Very truly yours,

Howard P. Arnest
Howard P. Arnest

A:g

RECEIVED
NOV 1
HIGHWAY COMMISSION

CRETARY OF STA
RECEIVED
NOV 17 194
RL T. NEWB

Referred to State Highway Commission

STATE DEPARTMENT

NOTED ON CARD

11-18-49 gl

RECEIVED
JUN 14 1949
FOR FILING

F 309 (2)

June 14, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing two copies of project agreement, signed by the Highway Commission for the Mill Creek-Miller Flat Section, Project No. F-309 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
JWH:md

RECEIVED
MAY 20 [illegible]
FOR FILING

COMMISSIONERS
T. H. [illegible], CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

F-309(1)

3-49

May 18, 1949

Don L. Cooney, Inc.
1749 Airport Way
Seattle, Washington

NOTED
W. C. WILLIAMS

Gentlemen:

Re: Mill Creek Bridge

Your progress on this project to date does not assure us of completion by November 30, as called for in the contract. We are advised that you are now working four 10-hour days per week and that no work on the erection is going on during the remainder of the week. We must insist that you put on sufficient crew and work enough hours per week to assure that this project is completed.

The remainder of the road from Bear Springs to the Warm Springs Agency is under contract and will be completed this fall. It is of vital importance that the bridge be done on time so that our investment in this highway can be used. Any delay will cause us very considerable loss.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams
W. E. Chandler
M. W. Moore

RECEIVED
DEC 29 1948
FOR FILING

7207 (2)

3049

November 1, 1948

Mr. H. Bingamann
Vice President and Manager
Industrial Branch
Seattle-First National Bank
Seattle, Washington

Dear Mr. Bingamann:

Your letter of October 27, 1948, transmitting original and duplicate assignments from Don L. Cooney, Inc. to the Industrial Branch, Seattle-First National Bank has been received.

The assignment as executed appears to be satisfactory; however, we cannot accept the letter presented from the Maryland Casualty Company as its consent to the assignment because of the reservations in the second paragraph thereof.

A simple letter from the Maryland Casualty Company consenting to the assignment without prejudice to the bond is all that we require, and if you will have the bonding company write the Oregon State Highway Commission to that effect, we will instruct the auditor to make future payments to the bank in conformity with the provisions of the assignment. Until that is done we will have to continue to mail warrants to Don L. Cooney, Inc. direct, as previous ones have been mailed, or to such other address as Don L. Cooney, Inc. may direct.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHG:eo

cc - Mr. Malcolm H. Hawke
Mr. Floyd Query

Maryland Casualty Co.
Hansen & Rowland, Inc.
Tacoma, Washington
Attn: A. Van R. Schermerhorn

Mr. Schermerhorn phoned me 11/16/48 re this – He will submit another letter of consent – and if approved by Vienna he will then submit it to his home office for their approval.
not recd. - 12/14

Saw Mr. Schermerhorn at Commission meeting in Portland on December 20, 1948. He said to "forget the assignment". [illegible]

INDUSTRIAL BRANCH
SEATTLE-FIRST NATIONAL BANK
ESTABLISHED 1870

SEATTLE, WASHINGTON

H. BINGAMAN
Vice President and Manager

October 27, 1948

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We are pleased to enclose the various forms requested by you in connection with the assignment of the Mill Creek contract by Don L. Cooney, Inc.

We trust the proper formality has now been followed and greatly appreciate your cooperation.

Respectfully yours,

H. Bingaman
Vice President and
Manager

HB:mh
Enc-

ENTERED
H. B. GLAISYER

RECEIVED
OCT 29 1948
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One and No/100 -

($ 1.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all money due or tobecome due for work performed under Cont.3049 for construction of Mill Creek Bridge on Warm Springs Highway in Wasco County, Oregon

to Industrial Branch, First Nat'l.Bank, 2764 1st.Ave. S, Seattle 4, Wash. and authorize and empower said " " " " " " " " " " " to act as agent for us

and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Cancelled

Not used

Witness my hand this 27th day of October, 19 48.

Executed in the presence of us as witnesses:

DON L. CONNEY, INC.

Don L. Conney, Pres.

R.B. Churchill, Sec.

STATE PRINTING DEPT.

T. HANSEN, PRES. I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

October 22, 1948

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem,
Oregon

Re: Don L. Cooney, Inc. - Contract No. 3049, Construction of Mill Creek Bridge, Wasco County, Oregon.

Gentlemen:

We acknowledge receipt of copy of assignment of claim from Don L. Cooney, Inc. to Industrial Branch, First National Bank, Seattle, Washington, assigning all monies due or to become due the assignor for work performed under its contract 3049 with the Oregon State Highway Commission for construction of the Mill Creek Bridge on Warm Springs Highway, Wasco County, Oregon.

We agree that said assignment will not in any way prejudice the rights of the obligee under our bond number 792853 to the State of Oregon. We, however, reserve all our rights, equities and priorities in and to said monies, whether by agreement, subrogation or common or statute law.

Very truly yours,

MARYLAND CASUALTY COMPANY

by A. Van R. Schermerhorn
A. Van R. Schermerhorn
Attorney-in-Fact

EB

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

October 22, 1948

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS

Oregon State Highway Commission
Salem,
Oregon

Re: Don L. Cooney, Inc. - Contract No. 3049, Construction of Mill Creek Bridge, Wasco County, Oregon.

Gentlemen:

We acknowledge receipt of copy of assignment of claim from Don L. Cooney, Inc. to Industrial Branch, First National Bank, Seattle, Washington, assigning all monies due or to become due the assignor for work performed under its contract 3049 with the Oregon State Highway Commission for construction of the Mill Creek Bridge on Warm Springs Highway, Wasco County, Oregon.

We agree that said assignment will not in any way prejudice the rights of the obligee under our bond number 792853 to the State of Oregon. We, however, reserve all our rights, equities and priorities in and to said monies, whether by agreement, subrogation or common or statute law.

Very truly yours,

MARYLAND CASUALTY COMPANY

by

A. Van R. Schermerhorn
Attorney-in-Fact

EB

October 6, 1948

Mr. H. Bingaman
Vice President and Manager
Industrial Branch
Seattle-First National Bank
2764 First Avenue South
Seattle 4, Washington

Dear Mr. Bingaman:

This will acknowledge receipt of your letter of October 4 and the attached assignment of contract whereby Don L. Cooney, Inc. assigns to the Seattle - First National Bank all monies due or to become due them in connection with their contract No. 3049 with the Oregon State Highway Commission for the construction of the Mill Creek Bridge on the Warm Springs Highway, in Wasco County.

I am sorry, but the form of assignment you have submitted does not meet the requirements of the State Highway Commission. We will be pleased to honor an assignment, however, if submitted on our standard form. I enclose such form in quintuplicate and request that you have it signed by the president and the secretary of Don L. Cooney, Inc. and then return the original and one copy, both of which should be executed, to this office for further handling.

Another requirement of the Oregon State Highway Commission is that assignments of this nature be approved and consented to by the surety on the bond furnished by the contractor in connection with the contract to which it refers. In this instance the bond furnished by Don L. Cooney, Inc. was written by the Maryland Casualty Company, for whom Hansen and Rowland, Inc. is local agent with offices at 609 Henry Building, Portland.

When returning the assignment forms, please also furnish a letter or other statement from the bonding company to the effect that it consents to the assignment without prejudice to the bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee
Enc.

TRIAL BRANCH
-FIRST NATIONAL BANK
2764 FIRST AVENUE SOUTH
SEATTLE 4, WASHINGTON

INDUSTRIAL BRANCH
LE - FIRST NATIONAL BANK
ESTABLISHED 1870

SEATTLE, WASHINGTON

H. BINGAMAN
Vice President and Manager

October 4, 1948

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

We occasionally finance contracts for our good customer, Don L. Cooney, Inc. and at this time are pleased to enclose copy of an assignment of the Mill Creek Bridge job No. 1660 on Warm Springs Highway in Wasco County, Oregon for $318,320.

Your courtesy in acknowledging the assignment will be fully appreciated.

Respectfully yours,

H. Bingaman
Vice President and
Manager

HB:mh
Enc-

ANSWERED
H B. GLAISYER

RECEIVED
OCT 6 1948
OREGON
STATE HIGHWAY COMMISSION

ASSIGNMENT OF CONTRACT

The undersigned, Don L. Cooney, Inc.,

(hereinafter called "Assignor") with its principal place of business at 1749 Airport Way, Seattle, for and in consideration of the sum of $1.00 and other good and valuable consideration to it paid by SEATTLE-FIRST NATIONAL BANK, a national banking association, engaged in a banking business at Seattle, Washington, (hereinafter called "Bank") receipt whereof is hereby acknowledged, does hereby transfer, set over and assign unto said bank, its successors and assigns, any and all amounts now due or owing, or which may hereafter be or become due or owing, or remain unpaid at any time or times by State Highway Commission of State of Oregon to Assignor under or pursuant to the terms of that certain contract (and any amendments and supplements thereto) entered into by and between the undersigned Assignor and State Highway Commission of State of Oregon described as follows:

Number 3049, Prefix 33-1015, F.A.P. No. F-309 (2)

Dated August 10, 1948 by the terms of which the Assignor has agreed to build Mill Creek Bridge No. 1660 on Warm Springs Highway in Wasco County, Oregon

and

has agreed to pay Assignor the sum of $ 318,320.00----- and the undersigned Assignor does hereby designate and appoint said Bank, its successors and assigns, its true and lawful attorney or attorneys, with power irrevocable, for it, and in its name, place and stead to ask, demand, receive, receipt and give acquittance for any and all amounts which may be or become due or payable by the State Highway Commission of State of Oregon under said contract or any amendments or supplements thereto, and in its discretion to file any claim or to take any other action or proceeding, either in its own name, or in the name of the undersigned, or otherwise, which to said Bank or any successor or assignee thereof may seem necessary or desirable in order to collect or enforce the payment of any and all amounts which may become due or owing on account of said contract, or any amendments or supplements thereto.

Assignor does hereby represent and warrant unto said Bank that no payments have been made on account of said contract except as follows: No exceptions and that Assignor has not heretofore and will not hereafter alienate nor assign said contract or any right or interest therein or thereto.

The acceptance of this assignment by said Bank shall not obligate it to perform any duty, covenant or condition required to be performed by assignor under and by virtue of said contract or any amendments or supplements thereto.

This assignment is made and entered into to secure and provide for the payment of any and all obligations now due or owing or which may hereafter be or become due or owing by the undersigned Assignor to the Bank.

In Witness Whereof, the Assignor has caused this instrument to be duly executed this 15th day of September, 1948

By Don L. Cooney
Its President

(SEAL)

By R. B. Churchill
Its Secretary

(OVER)

FORM 901 PS

CORPORATE ACKNOWLEDGMENT

STATE OF WASHINGTON }
COUNTY OF KING } ss.

On this 15th day of September, 1948, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Don L. Cooney and R. B. Churchill, to me known to be the President and Secretary, respectively, of Don L. Cooney, Inc. the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they authorized to execute the said instrument, and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Notary Public in and for the State of Washington, residing at
Seattle

INDIVIDUAL ACKNOWLEDGMENT

STATE OF WASHINGTON }
COUNTY OF .... } ss.

On this day personally appeared before me ....
to me known to be the individual described in and who executed the within and foregoing instrument, and acknowledged that .... signed the same as .... free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVEN under my hand and official seal this .... day of ...., 194....

....
Notary Public in and for the State of Washington, residing at
....

PARTNERSHIP ACKNOWLEDGMENT

STATE OF WASHINGTON }
COUNTY OF .... } ss.

On this day personally appeared before me .... , and
.... , and ....,
co-partners, doing business as ....,
to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVEN under my hand and official seal this .... day of ...., 194....

....
Notary Public in and for the State of Washington, residing at
....

The within and foregoing assignment is accepted this .... day of ...., 194....

....

....

RECEIVED
FOR FILING

4309 (2)

#3049

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

October 19, 1948

SUBJECT:

To:

Don L. Cooney Inc.,
1749 Air Port Way
Seattle, Washington

Gentlemen:

We, yesterday, mailed to you for signature the first estimate voucher on contract, No. 3049, for $1,575.00. We have been informed that the payments on this contract were to be assigned, and we accordingly wrote the voucher and attached an assignment blank for your signature. We are now informed that the requirements in connection with this assignment were not completed, and I would therefore ask that you ignore the assignment blank on the present voucher, and upon the return of the voucher showing your signature to the certificate on the back of the voucher, the assignment will be removed and payment made directly to your company.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Carl F. Smith
Accounting Division

CFS:jmr

cc: H. B. Glaisyer ✓

NOTED
H. B. GLAISYER

SECRETARY

Query – Mrs Lewis
note & return to me

NOTED
F. QUERY

RECEIVED
JUL 12 1948
FOR FILING

309 (2)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

F 309(2)

3049

Salem, Oregon
June 25, 1948

SUBJECT: Mill Creek Bridge on
Warm Springs Highway
Bridge No. 1660

To:

Mr. R. H. Baldock
State Highway Engineer
Office

L

NOTED
State Highway Engineer

Dear Sir:

This structure crosses a deep canyon with rock walls. It is an ideal location for an arch. In normal times, an arch would certainly have been built.

We prepared designs for an arch and took bids on December 13, 1945. We received three bids, the lowest being from the C. J. Eldon Co. in the amount of $261,900. Our estimate of a reasonable cost at that time was $212,920. All bids were rejected at this meeting.

The same plan was readvertised on May 16, 1946, at which time we received but one bid from Kern & Kibbe in the amount of $274,767. / — Engrs est. $265,360 At neither of these lettings, did any of the contractors get a firm quotation with any definite promise of delivery from the steel fabricators. Because of this uncertainty in delivery and the high price submitted, the bid was again rejected.

It was advertised for the third time on August 26, 1947, and again we received one bid, this time from C. J. Montag & Sons in the amount of ~~$399,660~~ 371,860. This bid was entirely out of line and was rejected.

Engr Est
343,500

Since that time, we have conferred with the steel fabricators, and they have told us that because of the great amount of labor in relation to the tonnage of steel in arch construction, they do not care to bid on this work. They have told us that they would be glad to submit quotations to the contractors for a tower and girder type structure. We have now practically completed the design for such a structure, and hope that we can have the project ready for advertising at the September meeting of the Highway Commission.

Our estimate of cost on this tower and girder structure is as follows:

Excavation	500	cu.yds.	at	$20.00	$ 10,000.00
Concrete	1,150	cu.yds.	at	65.00	74,750.00
Metal Reinforcement	130,000	lbs.	at	0.10	13,000.00
Structural Steel	840,000	lbs.	at	0.22	184,800.00
Handrail	1,070	lin.ft.	at	10.00	10,700.00
Clean Slope					5,000.00
					$298,250.00
+ 10% Engineering and Contingencies					29,825.00
					$328,075.00

Since several of the fabricators have assured us that they would figure this type of structure, we have every reason to believe that definite prices from them will enable the contractors to submit reasonable bids.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP/ds

RECEIVED
SEP - 2 1948
FOR FILING

7-307 (2)

3049

September 1, 1948

Don L. Cooney, Inc.
1749 Airport Way
Seattle, Wash.

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3049, which was awarded to you on August 10, 1948 by the State Highway Commission, covering Mill Creek Bridge on the Warm Springs Highway in Wasco County. This copy is for your record and files. A fully executed copy is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
AUG 16 1948
FOR FILING

3049
7-309 (2)

August 11, 1948

Don L. Cooney, Inc.
2749 Airport Way
Seattle, Wash.

Gentlemen:

The State Highway Commission on August 10 awarded you the contract for the Mill Creek Bridge on Warm Springs Highway, in Wasco County. This award was based on your low bid of $318,320.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

✓ Q

ss

cc - Mr. E. H. Probert
Mr. G. S. Paxson

NOTED
H. B. GLAISYER

RECEIVED
AUG 16 [illegible]
FOR FILING

[illegible]
OREGON DISTRICT
3049

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

August 10, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project F-309(2), Mill Creek Bridge on Warm Springs Highway, to Don L. Cooney Inc., Seattle, Washington, who submitted the low bid.

Very truly yours,

NOTED
W. C. WILLIAMS

T. M. DAVIS
District Engineer

By: L. A. Deklotz
L. A. Deklotz
Associate Highway Engineer.

Copy to Probert

RECEIVED
AUG 12 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP - 1 1948
FOR FILING

9-309-(2)

3042

AGENDA
JUN 28 1948

D

Salem, Oregon
June 23, 1948

Mr. R. H. Baldock

Mr. W. C. Williams

I have just received a telephone call from Mr. William Niskanen, of the Central Oregon Chamber of Commerce, who has asked the privilege of appearing before the State Highway Commission at its meeting on Tuesday, June 29, to discuss the Mill Creek Bridge construction on the Warm Springs Highway and also to discuss the matter of providing an all year road between Central Oregon and Eugene via McKenzie Pass.

I have reserved 15 minutes of time for this delegation starting at 2:15 p.m.

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

2:15 pm
June 29

D

SKYLINE OF THE CASCADES FROM BEND

RECEIVED
National Representatives
WEST-HOLLIDAY CO., Inc.
FOR FILING

F 3-10

THE BEND BULLETIN
Central Oregon's Daily Newspaper
BEND, OREGON

Published
Daily Except Sunday

AGENDA
JUN 28 1948

S.A.7a

June 23, 1948

Mr. H. B. Glaisyer
State Highway Department
Salem, Oregon

Dear Glaisyer:

On page 36 of the minutes of the meeting of the Highway Commission held on April 20 appears the following paragraph:

> Mr. Wm. Baer, Bend, appeared before the Commission in behalf of the Bend Chamber of Commerce, and urged early construction of the Mill Creek Bridge on the Warm Springs Highway. He read aloud an editorial from the Bend Bulletin on this subject which cited that bids had been opened on this bridge three times and in each case rejected, and which alleged that the rejection of the bids was not due to their being more than ten percent over the Engineer's estimate, because other bridge jobs in the state had been contracted which were more in excess of the estimates than the Mill Creek Bridge. This allegation was denied by Chairman Banfield who stated that in every instance the bids for the Mill Creek Bridge had been more than ten percent above the Engineer's estimate, and who pointed out that the Commission did not have final authority in the award of the contract but had to secure the approval of the Public Roads Administration, which, because of Federal requirements could not approve it. The Commission, he said, plans to again call for bids for the Mill Creek Bridge in June 1948, and is expediting the completion of this highway as much as it possibly can.

I enclose a copy of the editorial that Mr. Baer says he read aloud. You will observe that the statement of the contents of the editorial is not correct, and I trust that a correction can be made for the permanent record.

RECEIVED
JUN 25 1948
OREGON
STATE HIGHWAY COMMISSION

S.A.

I notice that Mr. Banfield stated that in every instance the bids for the Mill Creek Bridge had been more than ten percent above the Engineer's estimate. According to my information the bid opened in May 1946 was only three and-one-half percent over the estimate. The rejection, accordingly, must have been for some other reason than a ten percent overage.

I shall be grateful if you will call this matter to the attention of the Commission.

Sincerely yours,

Robert W Sawyer

Robert W. Sawyer

Enclosure

March 11, 1948

THE BEND BULLETIN

and CENTRAL OREGON PRESS

The Bend Bulletin (weekly) 1903 - 1931 The Bend Bulletin (Daily) Est. 1916
Published Every Afternoon Except Sunday and Certain Holidays by The Bend Bulletin
736 - 738 Wall Street. Bend, Oregon
Entered as Second Class Matter, January 6, 1917, at the Postoffice at Bend, Oregon Under Act of March 3, 1879.
ROBERT W. SAWYER—Editor-Manager HENRY N. FOWLER—Associate Editor
An Independent Newspaper Standing for the Square Deal, Clean Business, Clean Politics and the Best Interests of Bend and Central Oregon
MEMBER AUDIT BUREAU OF CIRCULATIONS

By Mail		By Carrier	
One Year	$7.00	One Year	$10.00
Six Months	$4.00	Six Months	$ 5.50
Three Months	$2.50	One Month	$ 1.00

All Subscriptions are DUE and PAYABLE IN ADVANCE
Please notify us of any change of address or failure to receive the paper regularly

JAN MASARYK

The hopeless case of a country which finds itself in the clutches of Stalin's Russia could not be more clearly or horribly illustrated than in the circumstances of the tragic end of Jan Masaryk. One of the world's true statesmen, patriot son of the founder of the Czechoslovakian republic, active proponent of peace rather than passive preventer of war, Jan Masaryk had felt the tightening embrace of the bear. He could not endure it.

At first, after the communist coup which delivered his government to the Soviets, Masaryk apparently believed that some possibility of salvage remained. He returned to the revamped cabinet as foreign minister. What took place then is not yet of record, but the pattern of developments in other states taken over by Russia leaves very little to imagine.

The foreign minister of a Russian puppet state may no longer be himself. He performs the acts that he is told to perform; his words are the words of Molotov, his voice echoes the Kremlin. Jan Masaryk knew all this but deluded himself with the hope that he could avoid such acts, that he could change the words, that he could do something to lessen the evil of Russian control, something to maintain the upright stature of Czechoslovakia in the community of nations.

That is what we think and we think, too, that he learned quickly how wrong he was. He learned that he must help to degrade his country and bring it to bear as an instrument of oppression and degradation of other countries. He learned first hand the brutal realism of communist power. What had seemed an open street became a blind alley.

Liberty-loving Jan Masaryk simply could not do the things that were required of him; he could not become a tool in the hands of the destroyers of liberty. Peace-loving Jan Masaryk could not speak the things that were required of him; he could not invoke the spirit of war. Far better to destroy himself; and so a man far greater than his rulers became a suicide.

That, we think, is the story.

THE MILL CREEK BRIDGE

Central Oregonians who have been looking to the completion of the Warm Springs cut-off were greatly disappointed over the news from Salem the other day that the Mill creek bridge will not be in use before 1949. The bridge is a key structure on the route from Madras to the junction with the Wapinitia highway west of Bear springs. Until it is built a long and rather rough and dusty detour must be taken by those using this cut-off to Portland.

Bids for the construction of this Mill creek bridge have been opened three times. The first was on December 13, 1945. There were three bidders, the low figure was $261,900. This was nearly $49,000 in excess of the estimate—23 percent—and all bids were rejected.

The second opening was on May 16, 1946. On this occasion the estimate was $265,360 and the only bid received was for $274,767. This was only three and one half per cent over the estimate but the bid was rejected. Again there was a lone bid at the third opening on August 26, 1947—$394,860 against an estimate of $343,500, almost 15 percent high—and again there was a rejection.

We wonder what the record would show on the subject of bidding on and building other bridges in Oregon in the more than two years that have elapsed since the first Mill creek bids were opened.

June 23, 1948

Floyd West, Manager
Bend Chamber of Commerce
Bend, Oregon

Dear Mr. West:

Responding to your request of June 18, I am reserving 15 minutes of time for you and Mr. William J. Baer, Chairman of your Highway Committee, to appear before the State Highway Commission at its meeting next week.

The meeting will be held on Monday and Tuesday, but delegations will be heard on the second day, Tuesday, June 29. I am reserving for you the 15-minute period from 11:30 a.m. to 11:45 a.m. The meeting will be in the Green Room of the Imperial Hotel, Portland.

You did not state the subject that you wish to discuss with the Highway Commission. I would appreciate it if you will advise me either by telegraph or telephone so that I can pass the information on to Mr. Baldock to enable him to assemble pertinent information and to advise the Commission when the matter comes up for discussion. Thanks a lot.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG:eo 6-23

Salem, Oregon
June 22, 1948

Mr. R. H. Baldock

Mr. W. C. Williams

The Bend Chamber of Commerce, represented by Floyd West, Manager, and William J. Baer, Chairman of the Highway Committee, will appear before the Commission at 11:30 a.m. on Tuesday, June 29, to discuss with the Commission some subject of which I am not advised. I have asked Mr. West if he will let me know by telephone or telegraph what the subject is, and I will let you know further when I hear from him.

Secretary

HBG:ee 6-23

SKYLINE FROM BEND, GATEWAY TO THE OREGON CASCADES

BEND CHAMBER OF COMMERCE
BEND, OREGON

AGENDA
JUN 28 1948

D

June 18, 1948

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
319 State Office Building
Salem, Oregon

Dear Mr. Glaisyer:

Mr. William J. Baer, Chairman of the Highway Committee of the Bend Chamber of Commerce, expects to attend the State Highway Commission meeting in Portland on June 28th and 29th, and we would appreciate your allotting some time for Mr. Baer during that session.

The writer expects also to be in attendance, however Mr. Baer will act as spokesman for this organization.

Very truly yours,

Floyd West
Floyd West, Manager

FW:ehs

2:15 PM
~~11:30 AM~~
June 29

SPORTSMAN'S PARADISE
OF THE WEST

ANSWERED
H. B. GLAISYER

RECEIVED
JUN 21 1948
OREGON
STATE HIGHWAY COMMISSION

D

EXCERPT FROM MINUTES OF COMMISSION MEETING OF APRIL 20, 1948

Portland, Oregon
April 20, 1948

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
M. H. Hawke, Chief Accountant
G. W. Heuner, Assistant Counsel
H. B. Glaisyer, Secretary

* * * * * *

Mr. Wm. Baer, Bend, appeared before the Commission in behalf of the Bend Chamber of Commerce, and urged early construction of the Mill Creek Bridge on the Warm Springs Highway. He read aloud an editorial from the Bend Bulletin on this subject which cited that bids had been opened on this bridge three times and in each case rejected, and which alleged that the rejection of the bids was not due to their being more than ten percent over the Engineer's estimate, because other bridge jobs in the state had been contracted which were more in excess of the estimates than the Mill Creek Bridge. This allegation was denied by Chairman Banfield who stated that in every instance the bids for the Mill Creek Bridge had been more than ten percent above the Engineer's estimate, and who pointed out that the Commission did not have final authority in the award of the contract but had to secure the approval of the Public Roads Administration, which, because of Federal requirements could not approve it. The Commission, he said, plans to again call for bids for the Mill Creek Bridge in June, 1948, and is expediting the completion of this highway as much as it possibly can.

Statement of High Bids Received for

Construction of Mill Creek Bridge on

Warm Springs Highway

Date Bids Received	Engineer's Estimate of Cost	Low Bid
December 13, 1945	$ 212,920.00	$ 261,900.00
May 16, 1946	$ 265,360.00	$ 274,767.00
August 26, 1947	$ 343,500.00	$ 394,860.00

18-3412 Construct caretaker's Cottage at
Collier State Park 1948

#3050

RECEIVED
JUN 6 1949
FOR FILING

18-3412

3050

June 3, 1949

Fidelity & Casualty Co.of New York
60 Maiden Lane
New York 8, N. Y.

Gentlemen:

Please be advised that State Highway Contract No.3050, covering construction of caretakers cottage at Collier Park in Klamath County, has been completed by the contractor, Burkhard and Schortgen, and that final payment in the amount of $1,916.55 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $12,364.85, and that no force account work was performed on the project. This contract was completed on May 21, 1949 but has not as yet been accepted by the Highway Commission.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Fidelity & Casualty Co.of New York
San Francisco Branch Office
60 Sansome St.
San Francisco 4, Calif.
Attn: Carroll R. Young

The Landry Co.
419 Main St.
Klamath Falls, Oregon

NOTED ON CARD

6-

RECEIVED
MAY 24 1949
FOR FILING

18-3412

3050

May 24, 1949

Burkhard and Schertgen
2901 South Sixth St.
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 16, 1949, had under discussion your request for an extension of time of 60 days, from March 31 to May 30, 1949, within which to complete your contract No. 3050 covering caretakers cottage at Collier Park in Klamath County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

W. A. Reeves

RECEIVED
APR 25 1949
FOR FILING

18-3412

3050

April 21, 1949

Request for extension of time
No. 2
May 16 and 17 meeting

State Highway Commission

Gentlemen:

Re: Collier Park Caretaker's Cottage in
Klamath County, Contract No. [illegible],
[illegible] and [illegible], Contractors

Herewith copy of a request from the contractors on the Caretaker's Cottage at Collier Park in Klamath County for an extension of time, to and including May 30, 1949, to complete the work.

The specified completion date was March 31, 1949. The contractor completed all interior work during the winter season but, on our advice, did not attempt to do exterior finishing, as it was evident that proper work could not be done during such weather. It is recommended that the time extension be granted without penalty to the contractor.

This is a State Project and does not require the concurrence of the Public Roads Administration.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
SEP 17
FOR FILING,

18-3412

3050

September 16, 1948

Burkhard and Schortgen
2901 South Sixth St.
Klamath Falls, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3050 which was awarded to you on August 9, 1948 by the State Highway Commission, covering Caretaker's Cottage at Collier Park in Klamath County. This copy is for your files. An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
SEP 15 1948
FOR FILING

files

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1948

SUBJECT:

To:

Mr. S. H. Boardman

Attached is the check of Alfred D. Collier, written on the Klamath Falls Branch of The First National Bank of Portland, in the amount of $1,804.85. This check covers Mr. Collier's share of the cost of constructing a caretaker's cottage in Collier State Park, Klamath County.

As explained to you over the telephone, will you please endorse this check over to the State Highway Commission and scratch the prior endorsement. You should also initial the scratched portion.

I would appreciate your taking care of this matter immediately so I can deposit the check in the State Highway Fund. Thanks.

Secretary

HBG:ec
Attch.

cc - Mr. Floyd Query

Check rec. from Boardman
with revised endorsement
9-10-48

To Acc Div. Gen fund 9-15

F. Query

F-50(4) Corvallis (South Entrance) 1948
Sec., Pacific Hwy., West
#3051

RECEIVED
NOV 15 1949
FOR FILING

7-50 (4)

3051

November 15, 1949

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

Please be advised that State Highway Contract No. 3051, covering the Corvallis (South Entrance) Section of the Pacific West Highway in Benton County, has been completed by the contractor, Lindstrom Bros.,Inc., and that final payment in the amount of $9,550.13 will be made on or after November 25, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $146,638.18, and that no force account work was performed on the project. This contract was completed on August 31 and accepted by the Highway Commission on September 21, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

11-15-49 gl

RECEIVED

FOR FILING

F-50 (4)

3051

OFFICE OF THE
CITY ENGINEER

City of Corvallis

HOME OF OREGON STATE COLLEGE

CORVALLIS, OREGON

October 4, 1949

3051

NOTED
W. C. WILLIAMS

Mr. W. C. Williams ✓
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Williams:

Paving Project No. 121, "C" Street between 3rd and 4th Streets, has been completed and accepted by the City Council at its regular meeting on October 3, 1949.

Attached hereto please find Invoice No. 668 in the amount of $ 2150.00 to cover share assumed by the Highway Commission. This is in accordance with letter from your office dated May 19, 1949.

Very truly yours,

V. L. Goodnight

V. L. Goodnight
City Engineer

VLG:lb

Encl

RECEIVED
[illegible]
[illegible] HIGHWAY COMMISSION

AUTHORIZED BY [illegible]
DATE May 16, 1949
Secretary

Form E-1-5M-1-48

7-50 (4)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 27, 1949

Section Corvallis (South Section)

Kind of work Grading and Paving

Highway Pacific West

Section prefix 2-1017

Contractor Lindstrom Bros. (Warren Northwest)

Contract number 3051

Date of Contract August 10, 1948

Date of completion August 31, 1949

Date work started See Bridge Report, 19

Estimated date of completion ", 19

Amount of contract $152,850.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date $, %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

(Grading Contractor Only)

A small crew worked part of this week removing pavement from the island which is to be topsoiled and landscapped by State Forces.

This section was officially opened to traffic on Wednesday Morning.

NOTED
E. M.

Signed Res. Engr.

Address Box 100, Route 1, Albany, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
							3

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors 1........, Bulldozers ...., Sheep-foot rollers ...., 1 Truck ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 2 8 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 30 1949
FOR FILING

F-50(4)

June 24, 1949

Mr. T. M. Davis, District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Marys River Bridge at Corvallis
F. A. No. F-50 (4)

The work covered by Price Agreement No. 2 on the above project submitted to you on June 16 is at Third and "C" Streets, which is on the existing highway and is therefore outside of the limits of the project covered by our contract. For this reason it is nonparticipating under the rules governing federal aid projects.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson
W. A. Reeves

ASSI ENT No. 1227

SCRIPTION: T. M. Davis' letter of 6-21-49 re Price Agreement No. 2 submitted for approval, covering proposed connections for log truck rte. on Proj. F-50 (A), Marys River Br., Corvallis

DATE: 6-23-49 ASSIGNED TO: Paxson

☒ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date________________

xxxn I believe this will have to be non-participating.

REPORT RECEIVED: 6-27-49 me

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

REMARKS:

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

NOTED
G. S. PAXSON

June 21, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:

Reference is made to Price Agreement No. 2 submitted for approval with Mr. Paxson's letter of June 16, covering proposed connections for a log truck route on Project F-50(4), Marys River Bridge at Corvallis, Pacific Highway West.

From the information furnished we are unable to determine the location of the Log Truck Route and work proposed thereon. Although the stationing is shown as from 897+00 to 899+50 the work description refers to the intersection of Third and "C" streets. The latter is outside the project limits and is not eligible for Federal Aid participation. If the work is located elsewhere please furnish a more definite description of its location and proposed improvements.

Very truly yours,

T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
JUN 22 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 23 1949
STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT

RECEIVED
JUN 2 1949
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O.Box 3900
~~XXXXXXXXXXXX~~
PORTLAND 8, OREGON

April 4, 1949

F-50 (4)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-50(4)
Corvallis (South Entrance) Sec.
of the Pacific Highway West

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED

Tu

PR-1 (Revised 1946)

WA 7644

State Oregon

Project No. F-90(4)

Federal Aid

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10 day of February, 1949, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of May, 1947, a project statement, which was approved on the 2nd day of July, 1947, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 26th day of July, 1948; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred one thousand and 00/100 dollars ($101,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; chapter 31, Laws 1920; Chapter 329, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 888+20.6 in Section 2, T. 12 S., R. 5 W., W.M., and survey station 901+01.9 on Fourth Street, Corvallis, at "C" Street, without exception.

, length 0.228 miles, in Benton County,

being Oregon Federal Aid project No. F-30(4), consisting of 0.151 miles of roadway and one bridge~~s~~ of more than 20 feet clear span, 0.077 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

OREGON DISTRICT

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred one thousand and 00/100 dollars ($ 101,000.00), which does not exceed the authorized Federal pro rata share of one hundred sixty-eight thousand, one hundred thirty-five and 55/100 dollars ($ 168,135.55), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Ben R Chandler

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL

Acting STATE HIGHWAY ENGINEER

Attest
H B Glaisyer
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

OREGON DISTRICT
FEB 13 [illegible]

RECEIVED
APR 5 1949
FOR FILING

F-50(4)

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 17, 1948

Mr. T. M. Davis, District Engineer
Public Roads Administration
P.O. Box 3900
Portland 8, Oregon

Dear Sir:

I am enclosing four copies of an encroachment resolution which was passed by the Common Council of the City of Corvallis. This resolution was prepared in connection with Project F-50(4), Corvallis (south entrance) Section, Pacific Highway West.

Very truly yours,

R. H. Baldock
State Highway Engineer

By Forrest Cooper

Forrest Cooper
Engineer, County and City Relations

[illegible]
CC: Mr. J. W. Nash

Encl.

Jm

RECEIVED
DEC 22 1948
FOR FILING
F56(4)

December 7, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Corvallis (South Entrance) Section, Project No. F-56 (4).

Likewise, we are enclosing eight copies of form PR-9 in which it is requested to increase the setup of Federal funds to more nearly reflect Federal cooperation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

Oregon State Highway Department

Federal Aid Project
No. F-50 (4)

CORVALLIS (SOUTH ENTRANCE) SECTION
OF THE PACIFIC HIGHWAY WEST IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 26, 1948

Outside City (Sta. 888+80.6 to 892+19) Code No. 6201

All Required		Clearing and Grubbing (40%)		$ 1,400.00
250	sq. yds.	Removal of Pavement	$ 1.00	250.00
380	lin. ft.	Removal of Curbs	0.50	190.00
14	cu. yds.	Trench Excavation, Unclassified	3.00	42.00
2,000	cu. yds.	General Excavation, Unclassified	1.25	2,500.00
All Required		Shaping and Finishing Roadbed and Slopes (40%)		200.00
40	lin. ft.	12" Concrete Pipe	2.25	90.00
30	lin. ft.	8" Sewer Pipe	2.00	60.00
1	only	Concrete Catch Basins	85.00	85.00
40	lin. ft.	1" Water Pipe	1.00	40.00
24	cu. yds.	Concrete Curbs	50.00	1,200.00
20	cu. yds.	Concrete Median Strips	55.00	1,100.00
All Required		Recesses for Traffic Control Markers		250.00
60	lin ft.	1" Electrical Conduit	1.00	60.00
450	cu. yds.	2" - 0" Material in Base	2.25	1,012.50
180	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.50	630.00
20	M-gals.	Sprinkling	3.50	70.00
350	tons	Class "B" Asphaltic Concrete	10.00	3,500.00
			Subtotal	$ 12,679.50
			10% Engr. & Cont.	1,267.95
			Total	$ 13,947.45

Length .064
Cost per mile $217,928.90

Inside Corvallis

Roadway (Sta. 896+25 to 901+01.9) Code No. 6201

All Required		Clearing and Grubbing (60%)		$ 2,100.00
20	lin. ft.	Removal of Curbs	$ 0.50	10.00
16	cu. yds.	Trench Excavation, Unclassified	3.00	48.00
1,000	cu. yds.	General Excavation, Unclassified	1.25	1,250.00

All Required		Shaping and Finishing Roadbed and Slopes (60%)		$ 300.00
50	lin. ft.	8" Sewer Pipe	$ 2.00	100.00
2	only	Concrete Catch Basins	85.00	170.00
36	cu. yds.	Concrete Curbs	50.00	1,800.00
400	cu. yds.	2" - 0" Material in Base	2.25	900.00
140	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.50	490.00
10	M-gals.	Sprinkling	3.50	35.00
450	tons	Class "B" Asphaltic Concrete	10.00	4,500.00
			Subtotal	$ 11,703.00
			10% Engr. & Cont.	1,170.30
			Total	$ 12,873.30

Length .087 mile
Cost per mile $147,968.96

Structure (Sta. 892+19 to 896+25) Code No. X021

All Required		Shoring, Cribbing, Etc.		$ 12,000.00
800	cu. yds.	Structural Excavation	$ 6.00	4,800.00
70	cu. yds.	Structural Excavation Below Elevation Shown	10.00	700.00
1,280	lin. ft.	Furnish Treated Piling	1.35	1,728.00
4,800	lin. ft.	Furnish Untreated Piling	0.55	2,640.00
198	only	Drive Piles	50.00	9,900.00
80	cu. yds.	Seal Concrete	50.00	4,000.00
1,110	cu. yds.	Class "A" Concrete	54.00	59,940.00
224,000	lbs.	Metal Reinforcement	0.105	23,520.00
840	lin. ft.	Metal Hand Rail	11.00	9,240.00
			Subtotal	$128,468.00
			10% Engr. & Cont.	12,846.80
			Total	$141,314.80

Length .077 mile

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Outside of City			
Roadway	$ 13,947.45	$ 8,378.00	$ 5,569.45
Inside Corvallis			
Roadway	12,873.30	7,733.00	5,140.30
Structure	141,314.80	84,889.00	56,425.80
	$168,135.55	$101,000.00	$67,135.55

State Funds for Constr: Chap. 175, laws 1927: Chap. 31, laws 1920: Chap 529, laws 1939
State Funds for Maint: Chap. 529, laws 1939.

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

December 7, 1948
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

P.W. Primary Federal Aid Highway Program
(Previous Program)

August 13, 1948
(Date of Approval)

COUNTY Benton

FA or FAS Route No. FA 9

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	5	F-50(4)	Mary's River Br. and Apprs. S. Limits Corvallis	Survey-Plans					Gr., Dr., Bridge 2-lane high-type Pavement
				Right-of-Way					
				Construction	112,000	65,608	46,392		
				Total	112,000	65,608	46,392	.230	
Requested Revision	5	F-50(4)	Same	Survey-Plans					Same
				Right-of-Way					
				Construction	168,135	101,000	67,135		
				Total	168,135	101,000	67,135	.228	

Program Balance subs quent to approval of this and previously recommended change is: $

Reason for Change: Federal Funds increased to more nearly reflect permissible Federal Cooperation

Recommended for approval ______________ District Engineer ______ (date)

Recommended: ______________ Division Engineer ______ (date)

Approval Requested ______________ Asst. State Highway Engineer 12-7-48

Approved: ______________ Acting Commissioner ______ (date)

P-3868

RECEIVED
NOV 16 1948
FOR FILING

E50(4)

3951

November 15, 1948

4868W

Indexed
Alphabetically

Damascus Milk Co.

Damascus Milk Company
3342 S. E. Morrison St.
Portland 15, Oregon

Attention: Mr. E. J. Allman

Gentlemen:

Reference is made to your letter dated November 8, 1948 to Chamber of Commerce, Corvallis, Oregon, regarding the contractor on State Highway work at Corvallis, which has been referred to us for reply.

Lindstrom Brothers, 7335 N. E. Broadway, Portland, Oregon, hold the contract for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:md
cc: W. C. Williams

ASSIGNMENT No. [illegible]

IPTION: Letter from Corvallis Chamber of Com. attaching
ter from Damascous Milk Co. concerning contractors doing work
vicinity of Corvallis

E: November 12, 1948 ASSIGNED TO: Probert

☐ Investigation and report to this office
☑ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date________________

☐ ________________________________

REPORT RECEIVED: 11-16-48

REMARKS:

Corvallis is in the Heart of the Beautiful Willamette Valley -- The Gateway to the Oregon Beaches.

CHAMBER OF COMMERCE
Corvallis, Oregon

November 10, 1948

Mr. R. H. Baldock
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Upon a recent conversation with Victor Goodnight, City Engineer for Corvallis, he suggested that I send the enclosed letter to you for any help that you may be able to give the Damascus Milk Co. in locating the contractor or contracters doing work in the vicinity of Corvallis.

We thank you in advance for any help that you may be able this company.

Very truly yours,

Pat Blair

CORVALLIS CHAMBER OF COMMERCE
By: Pat Blair

Encl. 1

RECEIVED
NOV 1[illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

Damascus Milk Co.
3342 SOUTHEAST MORRISON STREET
PORTLAND 15, OREGON
EAST 2131

November 8, 1948

Chamber of Commerce
Corvallis, Oregon

Dear Sir:

We understand the Highway Department of the State of Oregon is doing some work in the vicinity of Corvallis. If so, could you advise us the name of contractor or contractors on this project?

We enclose a stamped, self-addressed envelope for your reply, for which we thank you.

Very truly yours,

DAMASCUS MILK CO.

E. J. Allman

E. J. Allman,
Credit Manager

Linstrom Bros.
7335 N.E. Bdwy,
Portland, Ore

EJA:dp
encl.
R. RS,55
Walker

RECEIVED
OCT

FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

F-50 (4)

October 6, 1948

766 W

Mr. T. M. Davis, District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Re: Marys River Bridge
F. A. No. F-50 (4)

Under separate cover I am sending you three prints from our Drawing No. 9031 and three prints from a profile entitled "Marys River Bridge, Grade Line Diagram." These are sent in response to your letter of September 28.

The prints from Drawing 9031 show a correction in the lower left-hand corner in which the finish grade profile is carried at 15 feet left of the center line rather than 11 feet right of the center line. The elevations as shown on the original drawings were correct, but this note was inadvertently not changed.

Your observations as to the appearance of the handrail alignment have received considerable study. The grade diagram submitted shows, to an exaggerated scale, the relative elevations of the right and left handrails. The structure is on a curve, and it is necessary that the roadway be superelevated. It is also necessary that we roll the grade line up over the stream in order to give the necessary clearances. I do not believe that any better solution than that proposed by the plans can be had. In examining this grade line diagram, please keep in mind that the limits of the bridge are between Stations 892+19 and 896+25 and that it is only in this section we have handrails.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM
cc W. C. Williams

ASSIGNMENT

No. 766
7081

DESCRIPTION: Letter from T.M. Davis, Public Roads, Portland, Sept 28 giving comments from Washington Office regarding plans for Marys River Bridge, Ore Proj. F-50(4)

DATE: September 30, 1948

ASSIGNED TO: Paxson

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☑ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date __________
☐ __________

REPORT RECEIVED: 10-7-48
h

REMARKS:

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3000
PORTLAND 8, OREGON

September 28, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received the following comments from our Washington Office concerning the plans for the Marys River Bridge, Oregon Project No. F-50(4).

"The irregular alignment of the rails produced by superelevation combined with vertical curve may be given some thought for study with a view toward ironing out the most pronounced irregularities for the sake of appearance. The solution by a scale model has been used to great advantage in similar cases and this method may offer the best solution here.

Attention is called to the fact that exploratory borings or other foundation information was not furnished, except for a brief statement relative to this in the District Office Bridge Review memorandum. It is suggested that on future submissions, involving foundation work, the subsurface information be included with the plans and that this information be sufficiently complete for proper review analysis."

Since the horizontal alignment is on a spiral necessitating a variable superelevation, and the grade profile is on a vertical curve, some difficulty will be experienced in the field in securing a pleasing rail alignment. It is believed that it is desirable for structures of this magnitude to work out the actual details of the vertical and horizontal rail alignment in advance of the construction and furnish such data to the resident engineer. Preparation of a scale model as suggested by our Washington Office is an excellent method of visually examining the effect of the different variables and of trying different ideas.

All Federal-aid bridge plans should contain sufficient foundation data to permit an intelligent review of the adequacy of the proposed foundation work. It is requested that such foundation data be furnished on all plans submitted for approval. The omission of the data from the bridge plans for this project is probably an oversight but the data furnished for many projects has been fragmentary, and more complete foundation information is desirable.

Very truly yours,

P. M. Davis
P. M. DAVIS
District Engineer

RECEIVED
SEP 10 1948
FOR FILING

750 (4)

3051.

September 10, 1948

Lindstrom Bros.,Inc.
7335 N. E. Broadway St.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3051, which was awarded to you on August 16, 1948 by the State Highway Commission, covering Corvallis (South Entrance) Section of the Pacific (West) Highway in Benton County. This copy is for your record and files. An executed copy is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
NOV 17 1948
FOR FILING

950 (4)

August 17, 1948

Lindstrom Bros.
[illegible] N. E. Broadway
Portland 16, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has yesterday awarded to you the contract for the Corvallis (North Entrance) section of the Pacific Highway West in Benton County. This award was based on your low bid of $130,850.56 submitted on August 10, 1948.

Contract forms will be sent to you for execution within the next few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
cc - Mr. E. G. Smith
Goldie Lewis
Mr. J. H. Prothero
Mr. C. A. Parsons
Mr. L. R. White, Assistant Commissioner
Industrial Accident Commission

get confirmation

S+C

File

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Lindstrom Bros.
7335 N. E. Broadway
Portland 16, Oregon

State Highway Commission awarded you yesterday contract for Corvallis Section of Pacific Highway West in Benton County based on your low bid submitted August 10, 1948. Contract forms follow shortly.

H. B. Glaisyer, Secretary
State Highway Commission

ss
Charge

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

THE WESTERN UNION TELEGRAPH COMPANY

NOTICE REGARDING TELEGRAM

JOSEPH L. EGAN
PRESIDENT

PRA189
DELIVERY NO.

SALEM ORG AUG 17 1948 19
(STREET ADDRESS, CITY, AND DATE)

H B GLAISYER SECRETARY
NAME

STATE HIGHWAY COMMISSION
ADDRESS

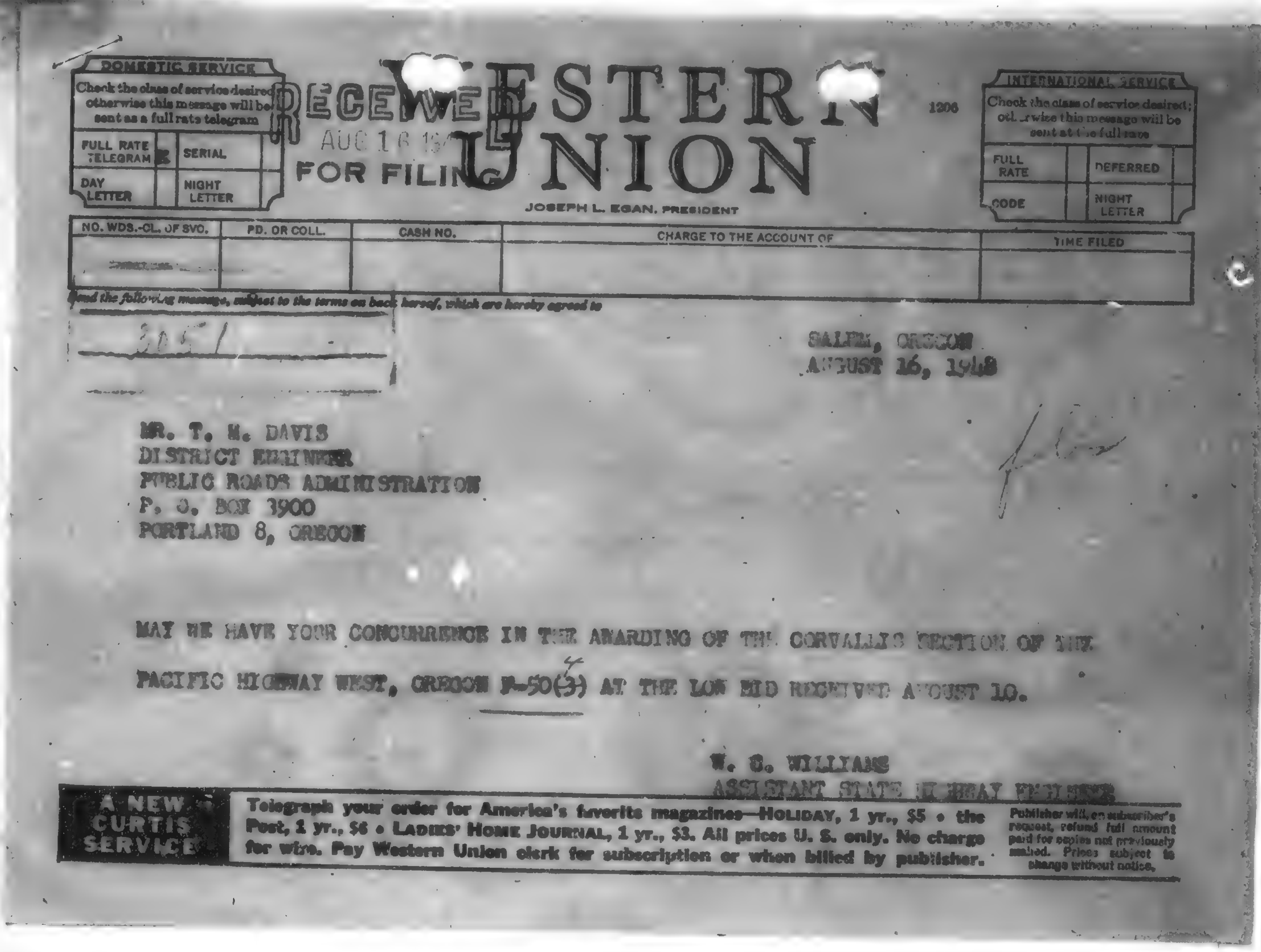
Your telegram of AUG 17 (DATE) 1948 to LINDSTROM BROS (ADDRESSEE)
at REEDSPORT ORG (ADDRESS AND CITY) is undelivered for the following reason:

PARTY IS UNKNOWN TO HIGHWAY AND POSTOFFICE COPY MAILED

If you have occasion to correct the address originally supplied, please call ______
and ask for ______

Form 101 A

THE WESTERN UNION TELEGRAPH COMPANY



DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☒	SERIAL	
DAY LETTER		NIGHT LETTER	

RECEIVED
AUG 16 194
FOR FILING

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

3051

SALEM, OREGON
AUGUST 16, 1948

MR. T. H. DAVIS
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND 8, OREGON

MAY WE HAVE YOUR CONCURRENCE IN THE AWARDING OF THE CORVALLIS SECTION OF THE PACIFIC HIGHWAY WEST, OREGON F-50(~~3~~4) AT THE LOW BID RECEIVED AUGUST 10.

W. C. WILLIAMS
ASSISTANT STATE HIGHWAY ENGINEER

A NEW CURTIS SERVICE
Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.
Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

By:
L. A. Deklotz
L. A. Deklotz
Highway Engineer

RECEIVED
AUG 16 1948
OREGON
STATE HIGHWAY COMMISSION

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

NOTED
G.S.PAXSON

August 13, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been authorized to concur in award of contract for the construction of the Corvallis Section of the Pacific Highway (West), Oregon Project No. F-50(~~3~~4), on the basis of the low bid received August 10, upon receipt of your request.

Very truly yours,

T. M. DAVIS
District Engineer

By: L. A. Deklotz
L. A. Deklotz
Highway Engineer

RECEIVED
AUG 16 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 16 1948
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

3051

August 6, 1948

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Additional Contract Provisions dated July 15, 1948 for Oregon Project F-50(4), Corvallis (South Entrance in Benton County) is approved as satisfactory.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

RECEIVED
AUG 9 1948
OREGON
STATE HIGHWAY COMMISSION

Copy to
Hubert

RECEIVED
FOR FILING

ORECON DISTRICT
F 50(4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

July 29, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the plans and other documents submitted for the Corvallis (South Entrance) Section of the Pacific Highway, West. We now find that this project should be designated as Project No. F-50(4) instead of F-50(3). Please change your records accordingly.

We have corrected the plans and other documents previously submitted.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
COMMISSION

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

July 28, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The revised sketch map for Oregon Project FAP-50, Corvallis-Buchanan Section of the Pacific Highway, West, in Benton County, is approved today. Our approval is subject to the condition that the railroad grade crossing within the limits of the project shall be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63 when improvements are undertaken at that location.

Very truly yours,

W. H. Lynch
W. H. LYNCH
Division Engineer

RECEIVED
1948

Rev

RECEIVED
FOR FILING

OREGON DISTRICT F 50(4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 26, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. ~~F-50(3~~) F-50(4), Corvallis (South Entrance) Section of the Pacific Highway West, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please submit copies of the usual resolution regarding encroachments, etc. prior to execution of the project agreement.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
JUL [illegible] 1948
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
DEC 22 194
FOR FILING

F50(4)

Oregon State Highway Department — Federal Aid Project No. F-50 ~~(3)~~ (4)

CORVALLIS (SOUTH ENTRANCE) SECTION
OF THE PACIFIC HIGHWAY WEST IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 21, 1948

Outside City (Sta. 888+80.6 to 892+19)

All Required	Clearing and Grubbing (40%)		$ 400.00
250 sq. yds.	Removal of Pavement	$ 0.50	125.00
380 lin. ft.	Removal of Curbs	0.30	114.00
14 cu. yds.	Trench Excavation, Unclassified	3.00	42.00
2,000 cu. yds.	General Excavation, Unclassified	0.50	1,000.00
All Required	Shaping and Finishing Roadbed and Slopes (40%)		200.00
40 lin. ft.	12" Concrete Pipe	2.00	80.00
30 lin. ft.	8" Sewer Pipe	1.25	37.50
1 only	Concrete Catch Basins	50.00	50.00
40 lin. ft.	1" Water Pipe	1.00	40.00
24 cu. yds.	Concrete Curbs	50.00	1,200.00
20 cu. yds.	Concrete Median Strips	50.00	1,000.00
All Required	Recesses for Traffic Control Markers		100.00
60 lin. ft.	1" Electrical Conduit	0.50	30.00
450 cu. yds.	2" - 0" Material in Base	2.00	900.00
180 cu. yds.	3/4" - 0" Material in Base and Shoulders	3.00	540.00
20 M-gals.	Sprinkling	3.00	60.00
350 tons	Class "B" Asphaltic Concrete	10.00	3,500.00
		Subtotal	$ 9,418.50
		10% Engr. & Cont.	941.85
		Total	$ 10,360.35

Length	.064 mile
Cost per mile	$161,929.68

Inside Corvallis

Roadway (Sta. 896+25 to 901+01.9)

All Required	Clearing and Grubbing (60%)		$ 600.00
20 lin. ft.	Removal of Curbs	$ 0.30	6.00
16 cu. yds.	Trench Excavation, Unclassified	3.00	48.00
1,000 cu. yds.	General Excavation, Unclassified	0.50	500.00

All Required		Shaping and Finishing Roadbed and Slopes (60%)		$ 300.00
50	lin. ft.	8" Sewer Pipe	$ 1.25	62.50
2	only	Concrete Catch Basins	50.00	100.00
36	cu. yds.	Concrete Curbs	50.00	1,800.00
400	cu. yds.	2" - 0" Material in Base	2.00	800.00
140	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.00	420.00
10	M-gals.	Sprinkling	3.00	30.00
450	tons	Class "B" Asphaltic Concrete	10.00	4,500.00
			Subtotal	$ 9,166.50
			10% Engr. & Cont.	916.65
			Total	$ 10,083.15

Length .087 mile
Cost per mile $115,898.27

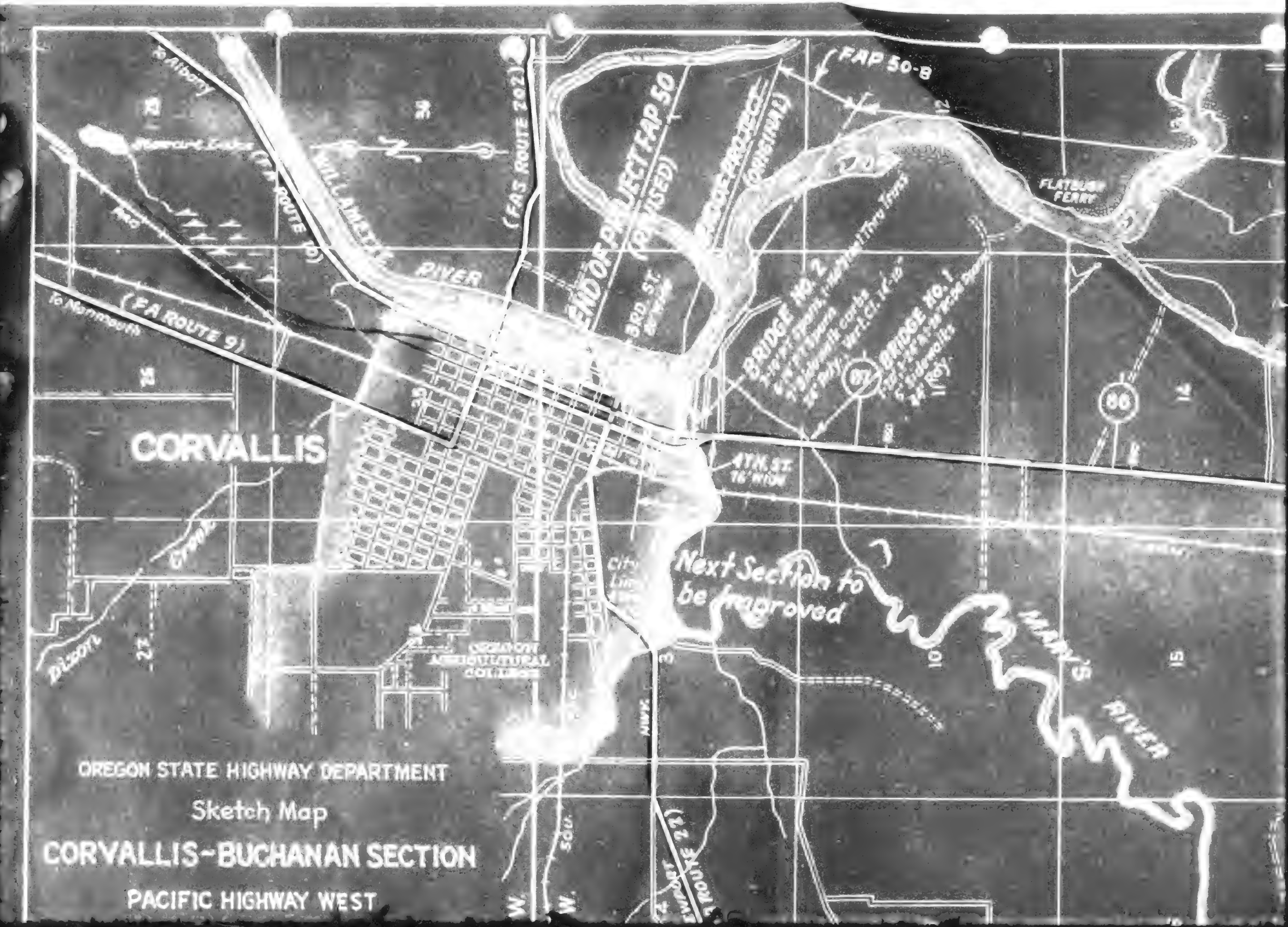
Structure (Sta. 892+19 to 896+25)

All Required		Shoring, Cribbing, Etc.		$ 6,500.00
800	cu. yds.	Structural Excavation	$ 5.00	4,000.00
70	cu. yds.	Structural Excavation Below Elevation Shown	10.00	700.00
1,280	lin. ft.	Furnish Treated Piling	1.50	1,920.00
4,800	lin. ft.	Furnish Untreated Piling	0.75	3,600.00
198	only	Drive Piles	50.00	9,900.00
80	cu. yds.	Seal Concrete	45.00	3,600.00
1,110	cu. yds.	Class "A" Concrete	60.00	66,600.00
224,000	lbs.	Metal Reinforcement	0.10	22,400.00
840	lin. ft.	Metal Hand Rail	10.00	8,400.00
			Subtotal	$127,620.00
			10% Engr. & Cont.	12,762.00
			Total	$140,382.00

Length .077 mile

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Outside of City			
Roadway	$ 10,360.35	$ 4,226.00	$ 6,134.35
Inside Corvallis			
Roadway	10,083.15	4,114.00	5,969.15
Structure	140,382.00	57,268.00	83,114.00
	$160,825.50	$65,608.00	$95,217.50



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

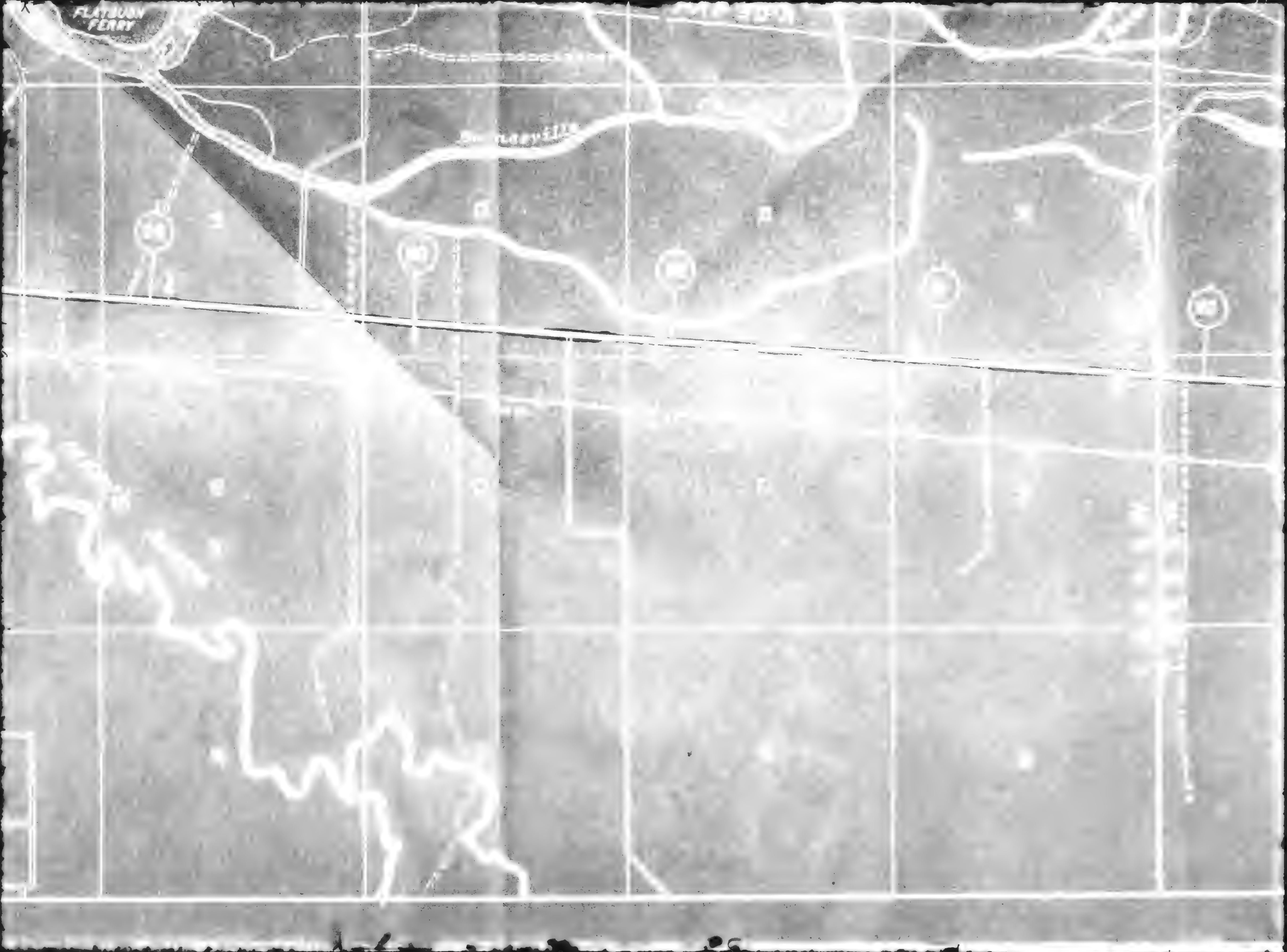
CORVALLIS-BUCHANAN SECTION

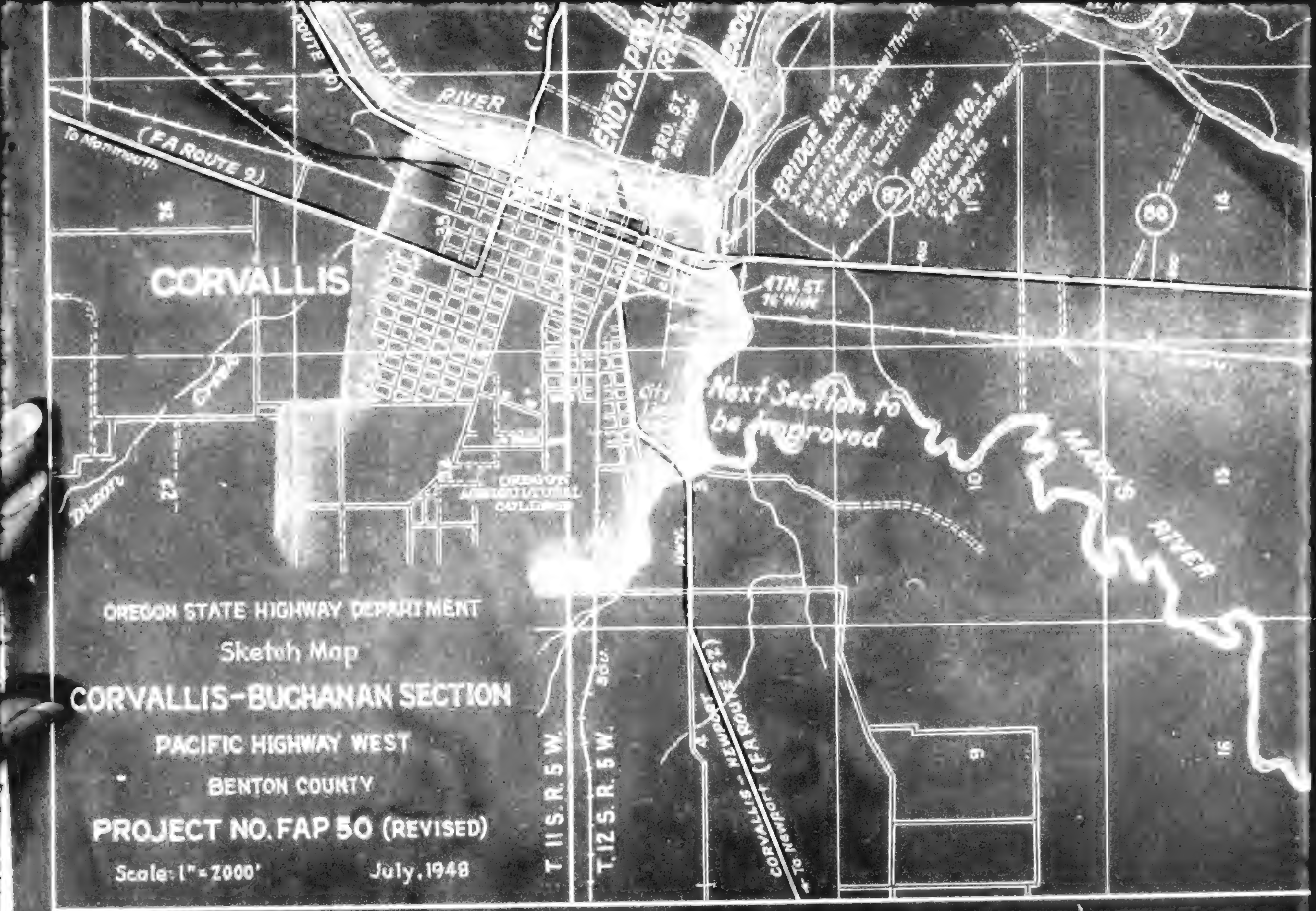
PACIFIC HIGHWAY WEST

Kiger School
School No.

33
34
35
36
T. 12 S. R. 5 W.
T. 13 S. R. 5 W.
Smith Lane
Baker Rd
School No. 31
4
3
2
1
9
10
nd

35
T. 12 S. R. 5 W.
T. 13 S. R. 5 W.
SMITH
LANE


FLATBUSH FERRY



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

CORVALLIS-BUCHANAN SECTION

PACIFIC HIGHWAY WEST

BENTON COUNTY

PROJECT NO. FAP 50 (REVISED)

Scale: 1" = 2000'   July, 1948

RECEIVED
DEC 22 1948
FOR FILING
F 50(4)

July 29, 1948

Mr. F. B. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and three copies of right of way statement to accompany plans and specifications for the Corvallis (South Extension) Section, Project No. F-50 (3). (4)

Six bid proposals and one set of blue print plans are being sent under separate cover. Four copies of traffic flow map are likewise being sent.

The project statement map for this project is being revised and copies will be submitted in the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.

Oregon State Highway Department

Federal Aid Project No. F-50 (3)

CORVALLIS (SOUTH ENTRANCE) SECTION OF THE PACIFIC HIGHWAY WEST IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 19, 1948

Outside City (Sta. 888+80.6 to 892+19)

All Required		Clearing and Grubbing (40%)		$ 400.00
250	sq. yds.	Removal of Pavement	$ 0.50	125.00
380	lin. ft.	Removal of Curbs	0.30	114.00
14	cu. yds.	Trench Excavation, Unclassified	3.00	42.00
2,000	cu. yds.	General Excavation, Unclassified	0.50	1,000.00
All Required		Shaping and Finishing Roadbed and Slopes (40%)		200.00
40	lin. ft.	12" Concrete Pipe	2.00	80.00
30	lin. ft.	8" Sewer Pipe	1.25	37.50
1	only	Concrete Catch Basins	50.00	50.00
40	lin. ft.	1" Water Pipe	1.00	40.00
24	cu. yds.	Concrete Curbs	50.00	1,200.00
20	cu. yds.	Concrete Median Strips	50.00	1,000.00
All Required		Recesses for Traffic Control Markers		100.00
60	lin. ft.	1" Electrical Conduit	0.50	30.00
450	cu. yds.	2" - 0" Material in Base	2.00	900.00
180	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.00	540.00
20	M-gals.	Sprinkling	3.00	60.00
350	tons	Class "B" Asphaltic Concrete	10.00	3,500.00
			Subtotal	$ 9,418.50
			10% Engr. & Cont.	941.85
			Total	$10,360.35

Length .064 mile

Cost per mile $161,929.68

Inside Corvallis

Roadway (Sta. 896+25 to 901+01.9)

All Required		Clearing and Grubbing (60%)		$ 600.00
20	lin. ft.	Removal of Curbs	$ 0.30	6.00

16	cu. yds.	Trench Excavation, Unclassified	$ 3.00	$ 48.00	
1000 ~~500~~	cu. yds.	General Excavation, Unclassified	0.50	~~250.00~~	500.00
All Required		Shaping and Finishing Roadbed and Slopes (60%)		300.00	
50	lin. ft.	8" Sewer Pipe	1.25	62.50	
2	only	Concrete Catch Basins	50.00	100.00	
36	cu. yds.	Concrete Curbs	50.00	1,800.00	
400	cu. yds.	2" - 0" Material in Base	2.00	800.00	
140	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.00	420.00	
10	M-gals.	Sprinkling	3.00	30.00	
450	tons	Class "B" Asphaltic Concrete	10.00	4,500.00	
		Subtotal		$ ~~8,916.50~~	9166.50
		10% Engr. & Cont.		~~891.65~~	916.65
		Total		$ ~~9,808.15~~	10,083.15

Length .087 mile

Cost per mile ~~$112,737.35~~ 115,898.27

Structure (Sta. 892+29 to 896+25)

All Required		Shoring, Cribbing, Etc.		$ 6,500.00
800	cu. yds.	Structural Excavation	$ 5.00	4,000.00
70	cu. yds.	Structural Excavation Below Elevation Shown	10.00	700.00
1,280	lin. ft.	Furnish Treated Piling	1.50	1,920.00
4,800	lin. ft.	Furnish Untreated Piling	0.75	3,600.00
198	only	Drive Piles	50.00	9,900.00
80	cu. yds.	Seal Concrete	45.00	3,600.00
1,110	cu. yds.	Class "A" Concrete	60.00	66,600.00
224,000	lbs.	Metal Reinforcement	0.10	22,400.00
840	lin. ft.	Metal Hand Rail	10.00	8,400.00
		Subtotal		$127,620.00
		10% Engr. & Cont.		12,762.00
		Total		$140,382.00

Length .077 mile

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Outside of City			
Roadway	$ 10,360.35	4226.00 $ ~~4,234.00~~	$ ~~6,126.35~~ 6134.35
Inside Corvallis			
Roadway	10,083.15 ~~9,808.15~~	4114.00 ~~4,008.00~~	~~5,800.15~~ 5969.15
Structure	140,382.00	~~57,366.00~~ 57268.00	~~83,016.00~~ 83114.00
	~~$160,550.50~~ 160,825.50	$65,608.00	~~$94,942.50~~ 95,217.50

CORVALLIS (SOUTH ENTRANCE) SECTION

PROJECT NO. F-50 ~~(3)~~ (4)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 19, 1948

U-183(7) West Slope-Beaverton Sec., 1948
Tualatin Valley Hwy.
#3052

RECEIVED
FOR FILING
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 17, 1950

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith the documents attached to your letter of August 11, 1950 requesting modification of the project agreement for Oregon Project No. U-183(7), West Slope-Beaverton Section of the Tualatin Valley Highway.

This change, which involves an increase in Federal funds from $90,000 to $119,000 was accomplished in connection with the modified agreement approved July 3, 1950 and an executed copy of which was sent you with our letter of July 18, 1950.

Very truly yours,

T. M. DAVIS
District Engineer

Copy + Encls to Probert

Encls.

RECEIVED

FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

~~ALASKA~~
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

July 18, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon U-183(7)
West Slope-Beaverton

Dear Sir:

We are forwarding herewith for your files an executed copy of modification of project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer.

By: L. J. Caufield
Principal Highway Engineer

Encl.

Jm

July 18, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon U-183(7)
West Slope-Beaverton

Dear Sir:

We are forwarding herewith for your files an executed copy of modification of project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By:
L. J. Canfield
Principal Highway Engineer

Encl.

gon Federal d U n Project No. U-183(7) WA8pr 7575

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 21, 1948, by the Oregon State Highway Commission and the Commissioner of Public Roads, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Urban Project No. U-183(7); and

WHEREAS, the said Highway Department has requested approval of a revision of the estimate to provide that the Federal funds approved and set aside to the credit of the project be increased from $90,000.00 to $119,000.00 (without change in the estimated cost);

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Commissioner that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred nineteen thousand and 00/100 dollars ($119,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

To Article III shall be added clause (b) to read:

> "(b) Whenever in this contract or in any document made a part thereof the terms 'Public Roads Administration', 'Federal Works Agency', 'Federal Works Administrator', 'General Services Administration', or 'Administrator of General Services' appear, they shall include or have reference to 'Bureau of Public Roads' or the 'Department of Commerce' or the 'Secretary of Commerce', as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred nineteen thousand and 00/100 dollars ($119,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety-six thousand, three hundred eighteen and 10/100 dollars ($196,318.10), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures on July 3, 1950.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL
Assistant STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

By Ben R Chandler
Chairman, State Highway Commission

By Chas H Reynolds
Member, State Highway Commission

By
Member, State Highway Commission

COMMISSIONER OF PUBLIC ROADS

By W H Lynch
Division Engineer
U. S. Bureau of Public Roads.

Oregon Federal Aid Urban Project No. U-183(7).

RECEIVED
FOR FILING

June 15, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for modified agreement and one copy of program change form for the West Slope-Beaverton Section, Project No. U-183 (7), in which estimate we are requesting the setup of Federal funds be increased to represent more nearly the permissible Federal pro rata share.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Asst. State Highway Engineer

Encl.
JWN:nd

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

T. M. Davis
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

June 13, 1950
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Urban Highway Program
(Previous program)

(Date of approval)

COUNTY Washington

Route No. FAP 32

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programed	5	U-183 (7)	West Slope to Beaverton	Survey-Plans					Gr., Dr., Widen to 4-lane high-type pavement
				Right-of-Way					
				Construction	196,318	90,000	106,318		
				Total	196,318	90,000	106,318	1.578	
Requested Revision	5	U-183 (7)	Same	Survey-Plans					Same
				Right-of-Way					
				Construction	196,318	119,000	77,318		
				Total	196,318	119,000	77,318	1.578	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: Increase setup of Federal funds to represent more nearly the permissible Federal pro rata share.

Date ______, 195__

By ______
(State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61039-1

Oregon State Highway Department

Federal Aid Project
No. U-183 (7)

WEST SLOPE-BEAVERTON SECTION OF THE TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, June 8, 1950

Roadway (Sta. 85+00 to 168+35)

Type Code 7201

All Required		Clearing and Grubbing (70%)		$ 2,800.00
700	sq. yds.	Removal of Pavement	$ 1.00	700.00
70	lin. ft.	Removal of Concrete Curbs	0.30	21.00
900	cu. yds.	Structural Excavation, Unclassified	4.00	3,600.00
19,000	cu. yds.	General Excavation, Unclassified	1.00	19,000.00
1.58	miles	Finishing Roadbed and Slopes	800.00	1,264.00
6,400	lin. ft.	Rounding Cutbanks	0.20	1,280.00
1,370	lin. ft.	12" Perforated Metal Drain Pipe, Coated	3.00	4,110.00
640	lin. ft.	12" Concrete Pipe	2.00	1,280.00
170	lin. ft.	18" Concrete Pipe	3.00	510.00
30	lin. ft.	48" Concrete Pipe	12.00	360.00
20	lin. ft.	8" Sewer Pipe	1.50	30.00
1,900	lin. ft.	Salvaging Culvert Pipe	1.00	1,900.00
200	lin. ft.	Rock or Gravel Backfill in Drains	4.00	800.00
5	only	Concrete Catch Basins	70.00	350.00
170	cu. yds.	Concrete Curbs	45.00	7,650.00
30	cu. yds.	4" Concrete Walks	4.00	120.00
190	lin. ft.	1" Electrical Conduit	0.70	133.00
70	lin. ft.	1¼" Electrical Conduit	0.90	63.00
All Required		Recesses for Traffic Control Markers		400.00
9,600	cu. yds.	3" - 0" Material in Base	3.00	28,800.00
1,900	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.25	6,175.00
300	M-gals.	Sprinkling	3.50	1,050.00
24,000	sq. yds.	Portland Cement Concrete Pavement	3.53	84,720.00
3,400	lin. ft.	Expansion Joints in Pavement	0.20	680.00
11,000	lin. ft.	Contraction Joints	0.05	550.00
3,500	only	Dowel Bars	0.35	1,225.00
700	cu. yds.	½" - 0" Material in Cushion Course	5.00	3,500.00
600	tons	Class "B" Asphaltic Concrete	9.00	5,400.00
		Subtotal		$178,471.00
		10% Engr. & Cont.		17,847.10
		Total		$196,318.10

Length of Roadway	1.578 miles
Cost per mile	$124,409.44

Federal Urban Funds- -	$119,000.00
State Funds- -	77,318.10
	$196,318.10

State Funds for Constr.: Chap. 175, laws 1917: Chap. 31, laws 1920: Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

RECEIVED
MAY 10 1950
FOR FILING

u-183(1)

3052

Files

OREGON STATE HIGHWAY COMMISSION

May 5, 1950
(Date)

3052	10-final	Warren Northwest, Inc.
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
7069	373910	7,915.10	5/5/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: MAY 9 1950

NOTED ON CARD
5-9-50

OREGON STATE HIGHWAY COMMISSION

May 5, 1950
(Date)

3052 (Contract No.) 10-final (Est. No.) Warren Northwest, Inc. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
7069	373910	7,915.10	5/5/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Aug. 31, 1949

ACCOUNTING DIVISION

Completed: Oct. 29, 1949

Contract Accepted: Dec. 19, 1949

Time Extensions: Extended to Oct.31,1949 without penalty

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 5-8-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
APR 19 1950
FOR FILING

u-183 (7)

3052

April 18, 1950

R. Talbot Sinclair, Manager
United States Fidelity and Guaranty Co.
1112 Cascade Building
Portland 4, Oregon

Dear Sir:

Please be advised that State Highway Contract No. 3052, for work on the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $7,915.10 will be made on or after April 28, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $264,865.43, of which amount $37.41 represents force account items. The above contract was completed on October 29 and accepted by the Commission on December 19, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Robert P. Dawson
1112 Cascade Bldg.
Portland 4, Oregon

[illegible]

4-18-50 gl

RECEIVED
FEB 23 1950
FOR FILING

W-183 (7)
3052

February 21, 1950

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on contract No. 3052, covering the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County. This payment, in the amount of $1,689.32, will be made on or after March 3, 1950. The retained percentage is $7,946.92.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Robert P. Dawson
Rte. 2, Box 536
Beaverton, Oregon

NOTED ON CARD
2-21-50 gl

Form E-1—6M—1-48

w-183(7)

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 27th, 1950

Section West Slope - Beaverton

Kind of work Grading and Paving

Highway Tualatin Valley

Section prefix 34-1055

Contractor Warren - Northwest

Contract number 3052

Date of contract August 10th, 1948

Date of completion August 31st, 1949

Date work started February 28th, 1949

Estimated date of completion October 28th, 1949

Amount of contract $262,362.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $268,373.09

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $20,134.00, 126 %

Date project was completed Oct. 28th, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate will be sent in this week. This will be the final weekly report for this project.

NOTED
RAY WES

Signed A B Dean Res. Engr.

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.2.26	2.26		2.26	2.26
Miles partially completed					
Miles completed	All	All		All	All
Total estimated quantities	30,000 CY	16,800 CY		1050 Tons	33,000 SY
Estimated quantities moved or placed to date	29,038.7 "	16,236 "		1442.56 "	32,011.65 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow Cold		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JAN 31 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JAN 11
FOR FILING

U-183(7)

3052

January 9, 1950

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 19, 1949, had under discussion your request for an extension of time of 31 days, from September 30 to October 31, 1949, within which to complete your contract No. 3052 covering the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Respectfully yours

Secretary
[redacted] STATE HIGHWAY COMMISSION

HBG: gl

cc: A. G. Skelton,
Division Engineer

H. G. Smith

NOTED ON CARD

1-9-50 gl

RECEIVED
DEC 16 1949
FOR FILING

1-173(7)

3-5 –

December 15, 1949

W. Talbot Sinclair, Manager
United States Fidelity and Guaranty Co.
1112 Cascade Building
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3052 covering the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County. This payment, which is in the amount of $17,116.48, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $7,894.67. The present payment to the contractor will be made on or after December 26, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Robert P. Dawson
Route 2, Box 536
Beaverton, Oregon

NOTED ON CARD

12/15-gl

RECEIVED
NOV 29 1949
FOR FILING

U-183(2)

3052

November 25, 1949

Request for extension of time
No. 8
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on Contract No. 3052, West Slope-Beaverton Section of the Tualatin Valley Highway, from September 30, 1949 to October 31, 1949.

The contractor was held up to a certain extent because of failure of certain public utilities to remove their facilities from the project; also, some extra work was ordered which tended to delay the contractor.

I recommend that this extension be granted without penalty, and this recommendation is concurred in by T. J. Davis of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

HGS me

Encl.

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
NOV 17 1949
FOR FILING

U-183 (7)

3052

File

November 15, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3052, West Slope-Beaverton Section of the Tualatin Valley Highway, Ore. U-183 (7) from September 30, 1949 to October 31, 1949 to Warren Northwest Inc.

The contractor was held up to a certain extent because of failure of the Public Utilities to complete their portion of the project, and some extra work was involved because of changes in the original plans.

I would recommend this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:
W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
NOV 14 1949
FOR FILING

U-183 (7)

3052

November 10, 1949

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on October 29, 1949 on Contract No. 3052, West Slope-Beaverton Section, in connection with Federal Aid Project No. U-183 (7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/gs

cc: John Cattrall

RECEIVED
OCT 4 1949
FOR FILING

Lt-183(7)

3052

October 4, 1949

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 21, 1949, had under discussion your request for an extension of time of 30 days, from August 31 to September 30, 1949, within which to complete your contract No. 3052 covering the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County.

I am pleased to inform you that the Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

H. O. Smith

NOTED ON CARD
10-4-49 gl

RECEIVED
SEP 14 1949
FOR FILING

U-18-(7)

3052

September [illegible], 1949

Oregon State Highway Commission

Request for extension of time
No. 29
September 19 and 20 meeting

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on Contract No. 3052, East Slope-Beaverton Section of the Tualatin Valley Highway, from August 31, 1949 to September 30, 1949.

Lateness in the awarding of this contract made it necessary to defer certain operations until the spring of 1949. The contractor also suffered considerable delay because of the failure of various utilities to complete the moving of their facilities in time.

I would recommend that this extension be granted without penalty, and Mr. [illegible] Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
SEP 9 1949
FOR FILING

File

U-183 (7)

2
2052

September 7, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2052, West Slope-Beaverton Section of the Tualatin Valley Highway, Oregon U-183 (7) from August 31, 1949 to September 30, 1949 to Warren Northwest, Inc., Contractors.

Due to conflicting operations by various public utilities, the contractor was delayed throughout the progress of his job. His failure to complete on time caused very little inconvenience to the traveling public, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
MAR 4 1949
FOR FILING

U-183 (7)

3052

March 1, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on February 28, 1949 on Contract No. 3052, West Slope-Beaverton Section in connection with Federal Aid Project No. U-183 (7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[redacted]

RECEIVED
JAN 1
FOR FILING

Agenda Item 4 /-j- Dec. 20, 1948

December 27, 1948

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

I am enclosing herewith, for the records and files, of the County of Washington, a fully executed copy of an agreement between Washington County and the State Highway Commission covering the improvement of the intersection of the Tualatin Valley Highway and Walker Road between Portland and Beaverton.

Respectfully yours,

Secretary

OREGON STATE HIGHWAY COMMISSION

rn

RECEIVED
JUL 2
FOR FILING

U-183(7)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX [illegible]
PORTLAND 8, OREGON

December 29, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon U-183(7)
West Slope-Beaverton Section
Tualatin Valley Highway.

Dear Sir:

Enclosed for your file is an executed copy of the project agreement for the above project.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

Encl.

RECEIVED
DEC 30 1948
OREGON
STATE HIGHWAY COMMISSION

Je

(Revised 1946)

W 7575

State Oregon

Federal Aid Urban Project No. U-183(7)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21 day of December, 1948, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of August, 1947 a project statement, which was approved on the 4th day of June, 1948 for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 23rd day of July, 1948; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of ninety thousand and 00/100 dollars ($90,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 539, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ______ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 95+60 in the SE 1/4, Section 11, T. 1 S., R. 1 W., W.M., and survey station 160+35 in the NE 1/4, Section 15, T. 1 S., R. 1 W., W.M., without exception.

______, length 1.578 miles, in Washington County, being Oregon Federal Aid Urban project No. U-183(7), consisting of 1.578 miles of roadway and no bridges ~~each~~ of more than 20 feet clear span, ~~miles in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ninety thousand and 00/100 dollars ($ 90,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety-six thousand, three hundred eighteen and 10/100 dollars ($ 196,318.10), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 539, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 122.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By Ben R. Chandler
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL
Asst STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,
By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

DEC 2

Salem, Oregon
December 27, 1948

MISC. CONTRACTS and
AGREEMENTS No. 1718

Mr. R.H. Baldock

Attached for further handling by you are two copies of an agreement with the County of Washington covering the improvement of the intersection of Tualatin Valley Highway and Walker Road between Portland and Beaverton.

The original of this agreement has been retained in this office for the Commission's Files and a fully executed copy has been mailed to the Washington County Court.

Secretary

rn
attach: 2

RECEIVED
FEB 4
FOR FILING
U-183(7)

December 6, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the West Slope-Beaverton Section, Project No. U-183 (7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN/gs

Encl.

Oregon State Highway Department

Federal Aid Project
No. U-183 (7)

WEST SLOPE-BEAVERTON SECTION OF THE TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 23, 1948

Roadway (Sta. 85+00 to 168+35)

All Required		Clearing and Grubbing (70%)		$ 2,800.00
700	sq. yds.	Removal of Pavement	$ 1.00	700.00
70	lin. ft.	Removal of Concrete Curbs	0.30	21.00
900	cu. yds.	Structural Excavation, Unclassified	4.00	3,600.00
19,000	cu. yds.	General Excavation, Unclassified	1.00	19,000.00
1.58	miles	Finishing Roadbed and Slopes	800.00	1,264.00
6,400	lin. ft.	Rounding Cutbacks	0.20	1,280.00
1,370	lin. ft.	12" Perforated Metal Drain Pipe, Coated	3.00	4,110.00
640	lin. ft.	12" Concrete Pipe	2.00	1,280.00
170	lin. ft.	18" Concrete Pipe	3.00	510.00
30	lin. ft.	48" Concrete Pipe	12.00	360.00
20	lin. ft.	8" Sewer Pipe	1.50	30.00
1,900	lin. ft.	Salvaging Culvert Pipe	1.00	1,900.00
200	lin. ft.	Rock or Gravel Backfill in Drains	4.00	800.00
5	only	Concrete Catch Basins	70.00	350.00
170	cu. yds.	Concrete Curbs	45.00	7,650.00
30	cu. yds.	4" Concrete Walks	4.00	120.00
190	lin. ft.	1" Electrical Conduit	0.70	133.00
70	lin. ft.	1¼" Electrical Conduit	0.90	63.00
All Required		Recesses for Traffic Control Markers		400.00
9,600	cu. yds.	3" - 0" Material in Base	3.00	28,800.00
1,900	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.25	6,175.00
300	M-gals.	Sprinkling	3.50	1,050.00
24,000	sq. yds.	Portland Cement Concrete Pavement	3.53	84,720.00
3,400	lin. ft.	Expansion Joints in Pavement	0.20	680.00
11,000	lin. ft.	Contraction Joints	0.05	550.00
3,500	only	Dowel Bars	0.35	1,225.00
700	cu. yds.	½" - 0" Material in Cushion Course	5.00	3,500.00
600	tons	Class "B" Asphaltic Concrete	9.00	5,400.00
			Subtotal	$178,471.00
			10% Engr. & Cont.	17,847.10
			Total	$196,318.10

Length of Roadway	1.578 miles
Cost per mile	$124,409.44

Federal Urban Funds	$ 90,000.00
State Funds	106,318.10
	$196,318.10

State Funds for Constr.: Chap. 175, laws 1917: Chap. 31, laws 1920: Chap. 529, laws 1939
State Funds for Maint.: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. U-183 (7)

WEST SLOPE-BEAVERTON SECTION OF THE TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 16, 1948

Roadway (Sta. 85+00 to 168+35)

All Required		Clearing and Grubbing (70%)		$ 1,400.00
700	sq. yds.	Removal of Pavement	$ 0.50	350.00
70	lin. ft.	Removal of Concrete ~~Walks~~ Curbs	0.30	21.00
900	cu. yds.	Structural Excavation, Unclassified	3.00	2,700.00
19,000	cu. yds.	General Excavation, Unclassified	0.75	14,250.00
1.58	mile	Finishing Roadbed and Slopes	600.00	948.00
6,400	lin. ft.	Rounding Cutbanks	0.15	960.00
1,370	lin. ft.	12" Perforated Metal Drain Pipe, Coated	2.00	2,740.00
640	lin. ft.	12" Concrete Pipe	2.00	1,280.00
170	lin. ft.	18" Concrete Pipe	3.00	510.00
30	lin. ft.	48" Concrete Pipe	15.00	450.00
20	lin. ft.	8" Sewer Pipe	1.25	25.00
1,900	lin. ft.	Salvaging Culvert Pipe	1.50	2,850.00
200	cu. yds.	Rock or Gravel Backfill in Drains	4.00	800.00
5	only	Concrete Catch Basins	50.00	250.00
170	cu. yds.	Concrete Curbs	45.00	7,650.00
30	sq. yds.	4" Concrete Walks	3.00	90.00
190	lin. ft.	1" Electrical Conduit	0.50	95.00
70	lin. ft.	1¼" Electrical Conduit	0.60	42.00
All Required		Recesses for Traffic Control Markers		50.00
9,600	cu. yds.	3" - 0" Material in Base	2.75	26,400.00
1,900	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.00	5,700.00
300	M-Gals.	Sprinkling	3.00	900.00
24,000	sq. yds.	Portland Cement Concrete Pavement	3.50	84,000.00
3,400	lin. ft.	Expansion Joints in Pavement	0.30	1,020.00
11,000	lin. ft.	Contraction Joints	0.05	550.00
3,500	only	Dowel Bars	0.40	1,400.00
700	cu. yds.	½" - 0" Material in Cushion Course	3.00	2,100.00
600	tons	Class "B" Asphaltic Concrete	7.00	4,200.00
			Subtotal	$163,731.00
			10% Engr. & Cont.	16,373.10
			Total	$180,104.10

Length of Roadway	1.578 miles
Cost per mile	$114,134.41

Federal Urban Funds- -	$ 90,000.00
State Funds- -	90,104.10
	$180,104.10

WEST SLOPE-BEAVERTON SECTION

PROJECT NO. U-163 (7)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 16, 1948

July 23, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. U-183(7), West Slope-Beaverton Section of the Tualatin Valley Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending approval of program change correcting the length to 1.570 miles. Please change your records accordingly.

Your estimate dated July 16, 1948 shows 70 lineal feet removal of concrete walks, whereas the summary sheet lists 70 lineal feet of concrete curbs. The estimate has been corrected to agree with the summary sheet.

Very truly yours,

T. M. DAVIS
District Engineer.

July 16, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the West Slope-Beaverton Section, Project No. U-183 (7).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

JWM/gs

Encl.

RECEIVED
NOV 30 1948
FOR FILING

U-183(7)

3052

November 26, 1948

Oregon State Highway Commission

Gentlemen:

In construction of the West Slope-Beaverton Section of the Tualatin Valley Highway, which section is now under contract, it is necessary to relocate the approach to the highway of the county road known as Walker Road. Due to widening of the state highway, it will be necessary to reconstruct an approximate 525-foot section of the county road. The County Court has agreed to furnish the right of way, estimated to cost $500, and to surface and oil the new connection, estimated to cost $2,200, if the State will grade the new connection at an estimated cost of $2,600. This would make the County's cooperation approximately $2,700 and the State's share $2,600.

I recommend that you approve this arrangement with the Washington County Court and, if you do approve, an agreement form will be presented to you for your execution at the next Commission meeting. Funds for the State's portion of the work are included in the project authorization, so that no additional project authorization will be required.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams

FORM E-30 25M [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 17, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

In my letter dated November 8th, concerning the Walker Road entrance agreement with Washington County, I advised you that the County had agreed to the revised profile grade, and were to write us to that effect.

I am enclosing herewith original letter from the County Court, dated November 15th, agreeing to the revised 14% grade for this connection.

I believe this closes the file on the Walker Road connection.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. G. Smith
A. B. Dean

COUNTY OF WASHINGTON

COUNTY COURT

Hillsboro, Oregon

November 15, 1948

COPY

A. G. Skelton
Division Engineer
Oregon State Highway Department
P. O. Box 4644
Portland 2, Oregon

Re: Walker Road entrance agreement.

Dear Sir:

Your communication of November 5, 1948 in regard to our acceptance of the revised 14% grade for the Walker Road entrance to the Tualatin Valley Highway, West Slope-Beaverton Section is hereby accepted.

Very truly yours,

WASHINGTON COUNTY COURT

(sgd) H. D. Kerkman
County Judge

(sgd) Jas. Lewis
County Commissioner

(sgd) H. R. Johnson
County Commissioner

FORM E-30 25M 5-46 22204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 8, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 22nd, with which you forwarded complete file on the matter of the connection of Walker Road to the Tualatin Valley Highway.

I am returning herewith this Walker Road connection file, together with a tracing and print of a corrected profile of Walker Road at the intersection of the Tualatin Valley Highway. This profile was prepared by A. B. Dean under date of November 4, 1948.

I have discussed the matter of the grade with County Judge, Kirkman, and Mr. Hartrampf, County Roadmaster, and they have agreed to the 14% grade line shown on our plans. Under date of November 5th I wrote Judge Kirkman, and submitted a print of this profile. The letter and print were handed to the Judge by myself, and he agreed to write a letter from the court, confirming this grade line, and authorizing the substitution of the new profile for that now attached to the agreement. As soon as this letter is received by this office, it will be forwarded to yourself.

As to Mr. Hartrampf's letter of June 10th, this was discussed with both Mr. Hartrampf and the Judge, and they agreed that the provision for depositing excavated earth on the Therlow Weed property can be eliminated, and I believe they completed their right of way arrangements with Mr. Weed without any provision of that sort. It appears that Mr. Hartrampf has never formally answered Mr. Baldock's letter, but I know there is no question in either his mind or the court's on the disposal of the excavated material and our method of handling is satisfactory to them.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

RECEIVED
NOV 9 1948
OREGON
STATE HIGHWAY COMMISSION

AGS:w
Encl.
cc: A. B. Dean

RECEIVED
NOV - 9 194
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE LA 21

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

IN REPLY PLEASE
REFER TO FILE NO

November 5, 1948

Judge H. D. Kirkman
Washington County Court
Hillsboro, Oregon

Dear Sir:

I recently discussed with you the agreement between the State Highway Commission and the Washington Court on the construction of a short section of Walker Road from it's junction with the Tualatin Valley Highway a short distance westerly. This agreement was signed some time ago by the Washington County Court.

With the agreement, and forming a part thereof, was a sketch showing the proposed profile of this section. It appears that the grade shown on this sketch would make a very dangerous and unsatisfactory connection to Vista Drive. This takes off about 100 feet from the junction. You advised that the profile showing a short section of 14% grade would be satisfactory to the court, in lieu of the profile previously submitted.

I am enclosing herewith revised profile of the Walker Road connection, dated November 4, 1948. If you will advise that this grade is satisfactory to the County Court, we will substitute the new profile for those now attached to copies of the agreement, and forward the agreement to the Highway Commission for consummation.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:v
Encl.
cc: W. C. Williams
H. G. Smith
A. B. Dean

RECEIVED
FOR FILING

Salem, Oregon
October 22, 1948

Mr. A. G. Skelton
Division Engineer
Portland, Oregon

Enclosed herewith is completed file on the matter of connection of the Walker Road to the Tualatin Valley Highway. Attached to this file are copies of an agreement executed by Washington County which execution was done some time in June, 1947. The agreement form has not been executed by the State Highway Commission for the reason that we held this in abeyance until the points brought up in Mr. Hartrampf's letter of June 10 (attached) were worked out. We have no record that Washington County Court or Mr. Hartrampf ever replied to Mr. Baldock's letter of June 14 (attached).

I further note by inspection of the plans of the project that it is now proposed to use a short section of 14% grade on the Walker Road connection. This is in conflict with what we told the county the grade would be and you will note is in conflict with the profile attached to the agreement form.

Please take this matter up with the County Engineer and get the thing straightened out. If necessary, revise our plans back to the 8% grade originally planned.

When you have worked this matter out with the County Court and County Engineer, please return the entire file, including the agreement forms.

W. C. Williams
Assistant State Highway Engineer

WCW/gd
cc: Forrest Cooper
Glaisyer

RECEIVED

FOR FILING

U-183 (7)

3052

September 3, 1948

Warren Northwest, Inc.
P. O. Box 5072
Portland 13
Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3052, which was awarded to you on August 16, 1948 by the State Highway Commission, covering West Slope-Beaverton Section of the Tualatin Valley Highway, Washington County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

ORECON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
NOV 17 1948
FOR FILING

U-183 (7)

AGENDA

August 17, 1948

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has yesterday awarded to you the contract for grading and paving on the East Slope-Beaverton Section of the Tualatin Valley Highway in Washington County. This award was based on your low bid of $262,[illegible].00 submitted on August 10, 1948.

Contract forms will be sent to you for execution within the next few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
cc - Mr. E. G. Smith
Goldie Lewis
Mr. S H. Probert
Mr. L. R. White, Assistant Commissioner
Industrial Accident Commission

get confirmed

STC

Charge to the account of ________________ $ ______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

A. N. WILLIAMS, CHAIRMAN OF THE BOARD

JOSEPH L. EGAN, PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 17, 1948
11:25 a.m.

Warren Northwest, Inc.
P.O. Box 5072
Portland 13, Oregon

State Highway Commission awarded you yesterday contract for West Slope-Beaverton Section of Tualatin Valley Highway in Washington County based on your low bid submitted August 10, 1948. Contract forms follow shortly.

H. B. Glaisyer, Secretary
State Highway Commission

ss

Charge - 5001-900

U-183(7)

3052

RECEIVED
AUG 26 1948
FOR FILING

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(39)

JOSEPH L. EGAN
PRESIDENT

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA215 GOVT PD=K PORTLAND ORG 16 427P= 1948 AUG 16 PM 4 42

R H BALDOCK STATE HIGHWAY ENGINEER=

WE HEREWITH CONCUR TODAY IN AWARD CONTRACT OREGON U-183(7) WEST SLOPE-BEAVERTON TO WARREN NORTHWEST INC. LOW BIDDER=

T M DAVIS=

Noted GR

U-183(7)=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☒	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
AUGUST 16, 1948

MR. T. H. DAVIS, DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
201 FINANCIAL CENTER BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TODAY CONTRACT WEST SLOPE-BEAVERTON, OREGON PROJECT NO. U-183 (7) TO WARREN NORTHWEST, INC. OF PORTLAND.

R. H. BALDOCK

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $5 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

August 13, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been authorized to concur in award of contract for the construction of the West Slope-Beaverton Section of the Tualatin Valley Highway, Oregon Project No. U-183(7) on the basis of the low bid received August 10, upon receipt of your request.

Very truly yours,

T. M. DAVIS
District Engineer

By:
L. A. Deklotz
L. A. Deklotz
Highway Engineer

RECEIVED
AUG 16 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 16 1948
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 6, 1948

F-183 (7)
[illegible]

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Additional Contract Provisions and Additional Special Provisions, dated July 15, for Oregon Project No. F-183(7), West Slope-Beaverton, in Washington County, are approved as satisfactory.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

Copy to Probert

1T

RECEIVED
JUL 30 1948
FOR FILING

OREGON DISTRICT
U-183(7)
5052

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

July 23, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. U-183(7), West Slope-Beaverton Section of the Tualatin Valley Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending approval of program change correcting the length to 1.578 miles. Please change your records accordingly.

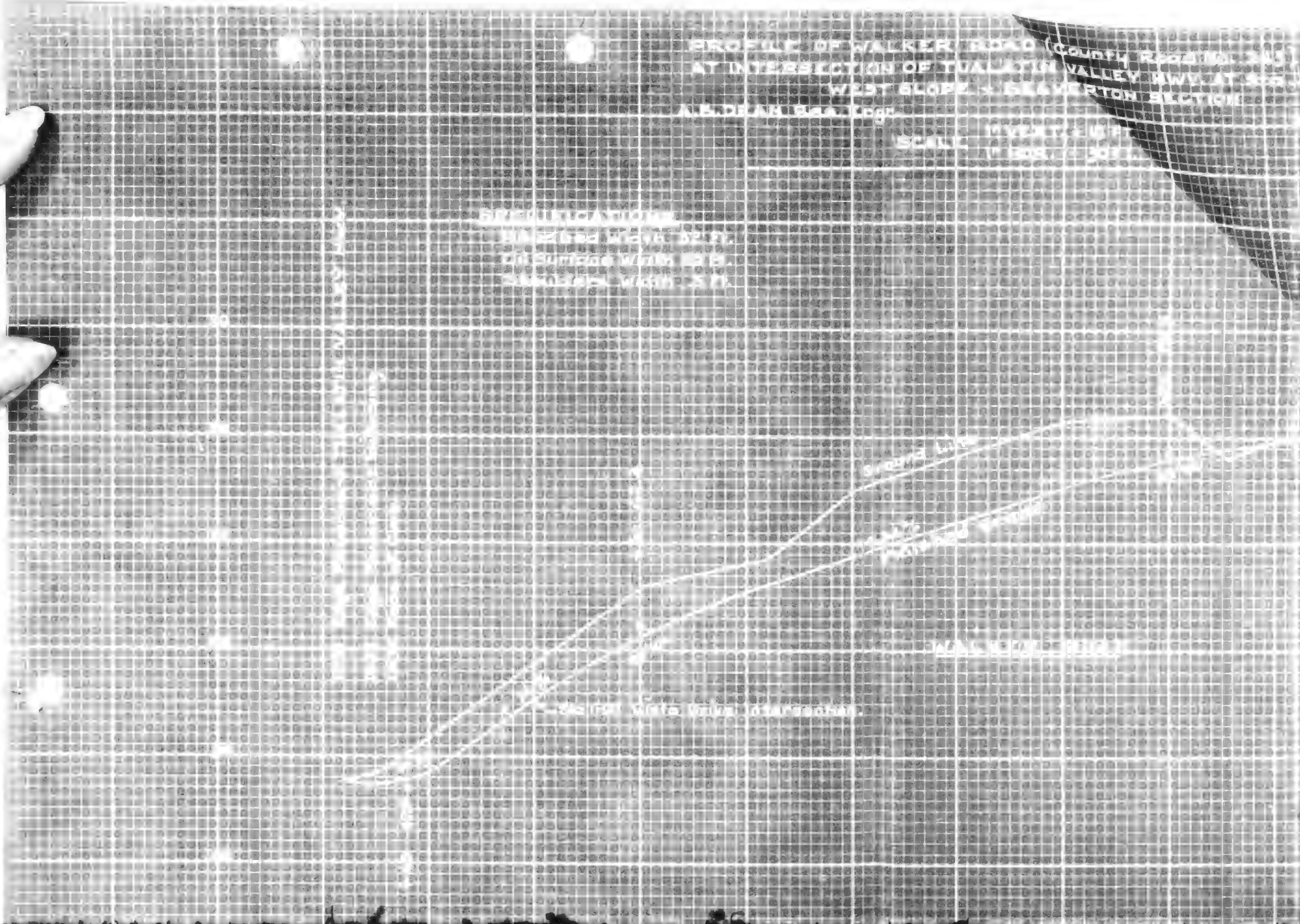
Your estimate dated July 16, 1948 shows 70 lineal feet removal of concrete walks, whereas the summary sheet lists 70 lineal feet of concrete curbs. The estimate has been corrected to agree with the summary sheet.

Very truly yours,

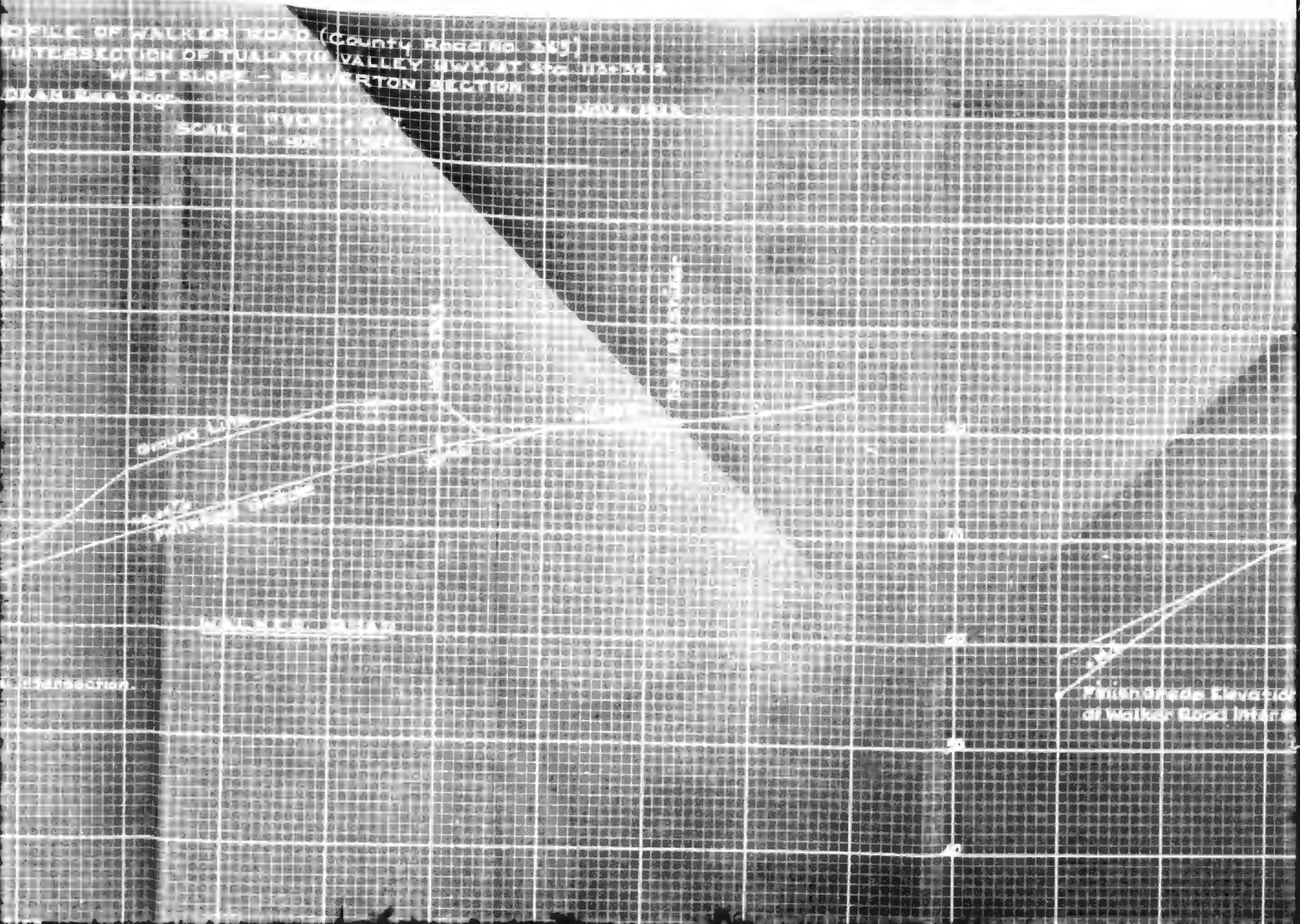
T. M. Davis
T. M. DAVIS
District Engineer.

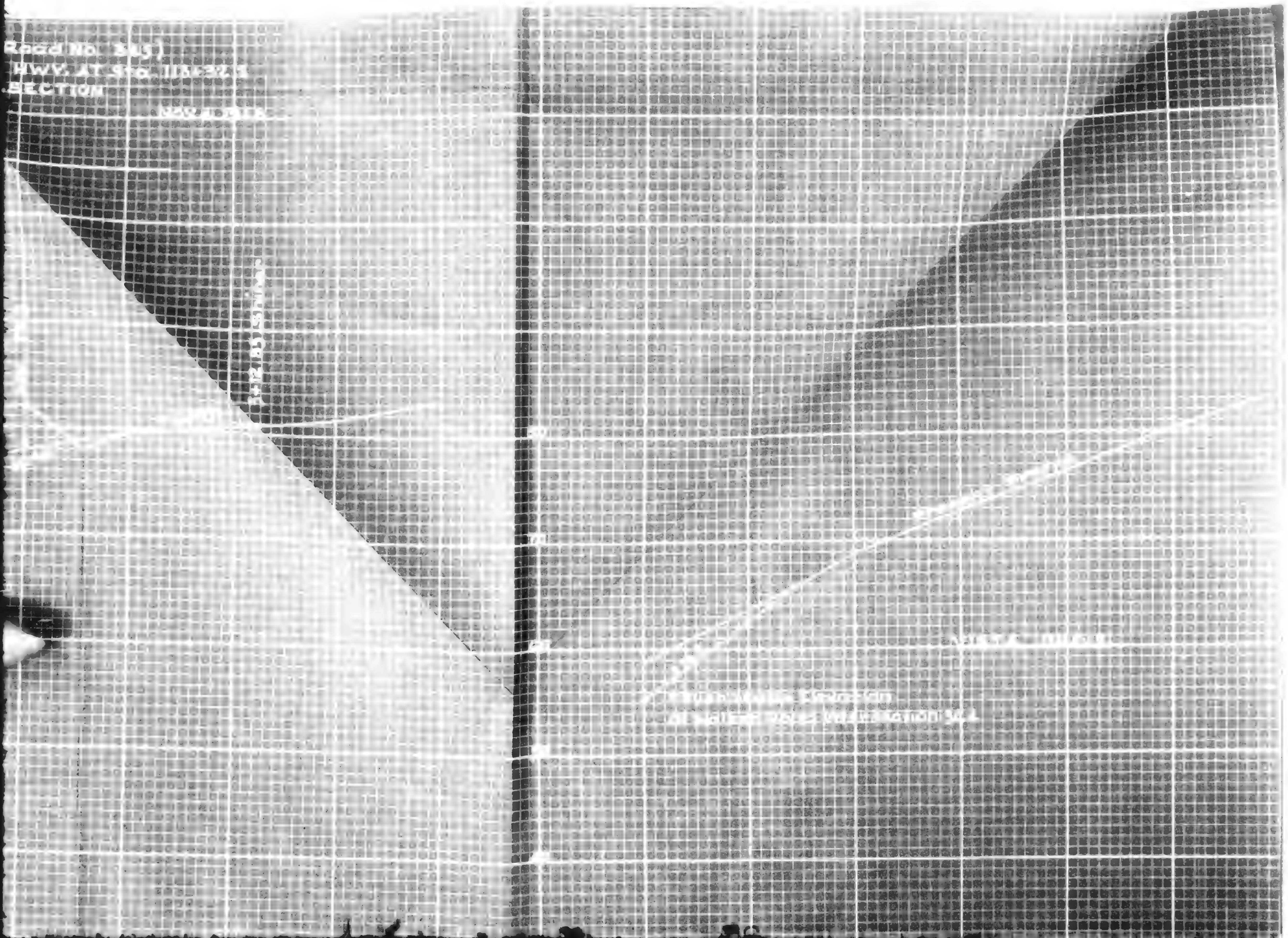
RECEIVED
JUL 27 1948
OREGON
STATE HIGHWAY COMMISSION

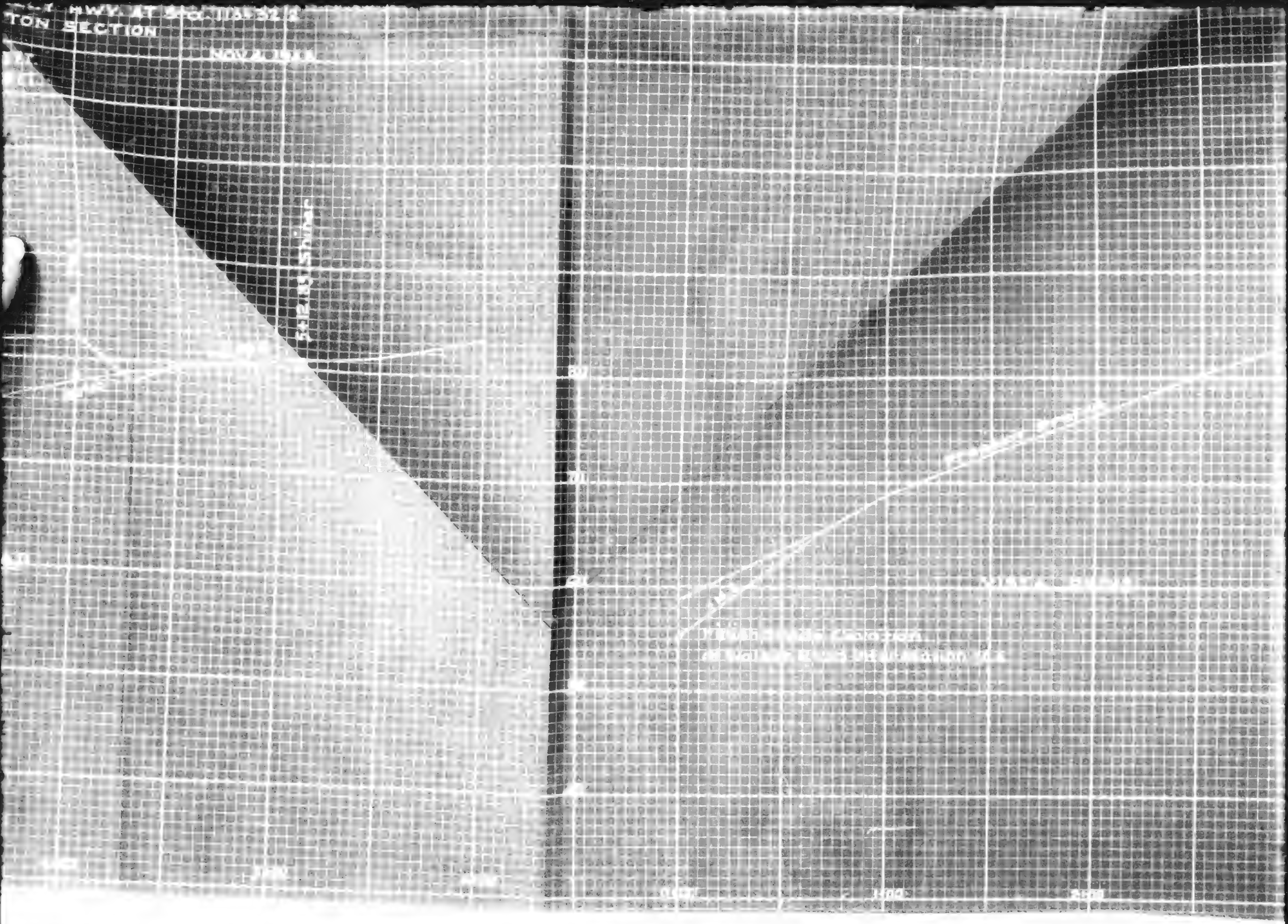
Copy to Probert

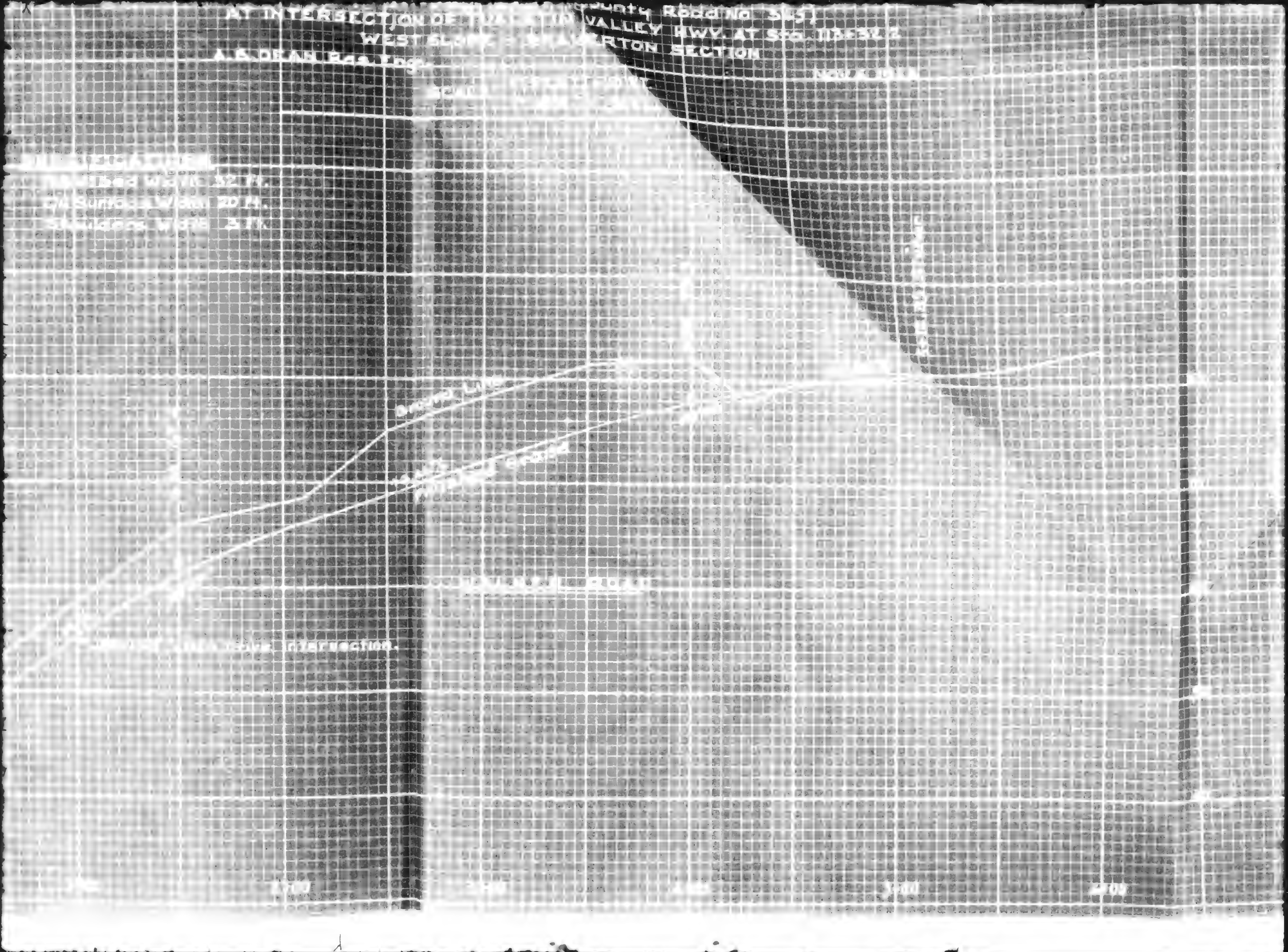


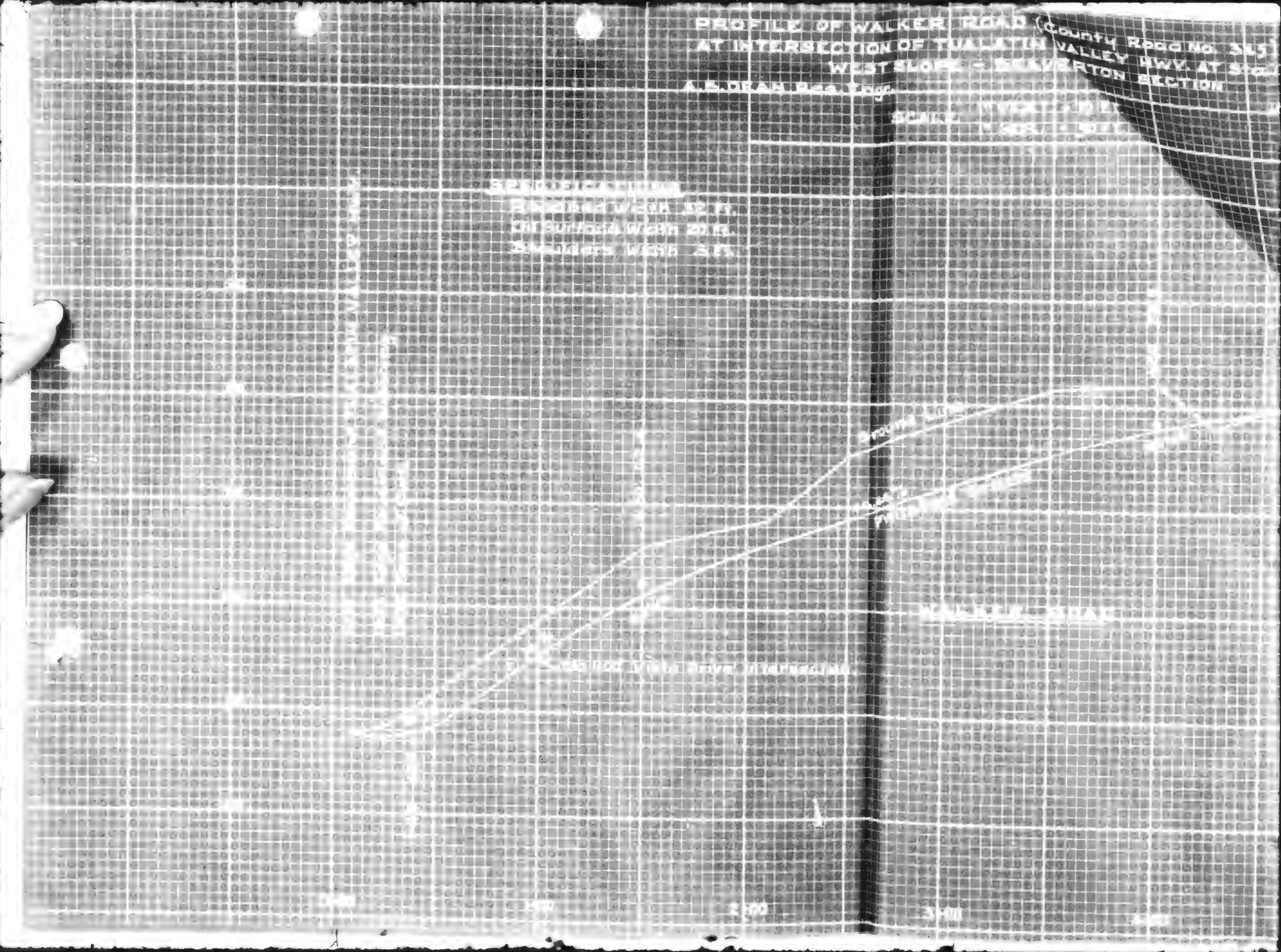
PROFILE OF WALKER ROAD (County Road No. [illegible])
AT INTERSECTION OF TUALATIN VALLEY HWY. AT S.S. [illegible]
WEST SLOPE - BEAVERTON SECTION
A.E. DEAN [illegible] Engr.
SCALE: VERT. 1 IN. = [illegible]
HOR. 1 IN. = 50 FT.


OFILE OF WALKER ROAD (County Road No. 1[illegible])
INTERSECTION OF TUALATIN VALLEY HWY AT Sta. 11+32.2
WEST SLOPE — BEAVERTON SECTION
[illegible]
SCALE
1" VERT. = [illegible]
1" HORIZ. = [illegible]
Ground Line
Finished Grade
Intersection
Finish Grade Elevation
at Walker Road Inters
10
20
30
40


Road No. 345)
HWY. AT Sta. 113+32.1
SECTION
3+12.85 Station


HWY. AT STA. 116+52
TON SECTION
NOV 2 19
5+12.83 Shiner

AT INTERSECTION OF [illegible] County Road No. [illegible]
[illegible] VALLEY HWY. AT Sta. 113+32.2
WEST SLOPE - [illegible]RTON SECTION
A. S. DEAN Res. Eng.
[illegible]ICATIONS
Road Bed Width 32 ft.
Oil Surface Width 20 ft.
Shoulders Width [illegible] ft.
Ground Line
[illegible] Grade
[illegible] above intersection.


PROFILE OF WALKER ROAD (County Road No. 345)
AT INTERSECTION OF TUALATIN VALLEY HWY. AT Sta.
WEST SLOPE – BEAVERTON SECTION
A. S. DRAN Reg. Engr.
SCALE
SPECIFICATIONS
Roadbed Width 32 ft.
Oil Surfaced Width 20 ft.
Shoulders Width 6 ft.
Ground Line
WALKER ROAD
1+00
2+00
3+00
4+00

FORM E-30X 15M 10-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 14, 1947

SUBJECT:

To:

Mr. W. C. Williams
Ass't. State Highway Engineer
Salem, Oregon

Dear Sir:

Under date of September 30th you forwarded a letter dated September 24th from Mr. Glaisyer, copy of one dated June 10 from T. R. Hartrampf, County Roadmaster of Washington County, and copy of Mr. Baldock's reply to Mr. Hartrampf, dated June 14th. This correspondence concerns an agreement with the County Court of Washington County on the Walker Road entrance to the Tualatin Valley Highway.

I recently saw Mr. Hartrampf, and also talked to the County Judge about the Thurlow Weed property, which was the subject matter of Mr. Hartrampf's letter. Mr. Hartrampf is now attempting to straighten up the Weed right of way, as was recommended by Mr. Baldock, and will make an early reply to Mr. Baldock's letter, as soon as he can get the Weed right of way straightened.

I stressed again our objection to any agreement covering the depositing of all excavated earth on the Weed property, but did tell Mr. Hartrampf that we would have no objection to wasting such part of the excess dirt as met the contractor's convenience.

The correspondence attached to your letter is returned herewith. ✓

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc - H. G. Smith
H. B. Glaisyer ✓

REFERRED TO
BY SECRETARY

FORM E-88X 15M 10-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1947

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4644 Sellwood Station
Portland 2, Oregon

Dear Sir:

Please note the attached letter from Mr. Glaisyer to which are attached copies of correspondence with the Washington County Court having reference to the Walker Road entrance to the Tualatin Valley Highway.

You will note that no reply has been made by the Court to Mr. Baldock's letter of June 14, 1947. Mr. Young conducted the discussion with the County Court and is entirely familiar with the entire matter.

You will note in Mr. Baldock's letter that the County Court was requested to renegotiate for the right of way. Please check on what they are doing in this matter.

Return the attached correspondence file.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:hi
Encl.
cc: H. G. Smith
H. B. Glaisyer ✓

REFERRED TO
SECRETARY

Salem, Oregon
September 24, 1947

Mr. W. C. Williams,
Acting State Highway Engineer,

Building.

Dear Sir:

Attached hereto is a copy of a letter from Mr. Hartrampf, roadmaster of Washington County, dated June 10, and Mr. Baldock's reply, dated June 14, regarding an agreement with the County Court of Washington County on the Walker Road entrance to the Tualatin Valley Highway.

These agreements have been signed by the County Court, by Mr. Baldock and Mr. Devers and we are holding them in our suspense file pending a reply to Mr. Baldock's letter of June 14.

Can you advise us what disposal has been made on this matter so that we can bring our files up to date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FQ/s

CC Floyd Query

FORM E-122X 5M REVISED 12-46

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 14, 1947

Mr. T. R. Hartrampf
Roadmaster, Washington County
Hillsboro, Oregon

REFERRED TO [illegible]

Hold this in suspense until we get a reply to Mr Baldock's letter HBG

Dear Sir:

I do not feel that the change you suggest for the Walker Road entrance to the Tualatin Valley Highway, by which we deposit all excavated earth on the Thurlow Weed property, can be considered as a part of our original agreement, since the Division Office advises that it is quite expensive to do.

The Division Office also advises that a major modification in the original plan was made to accommodate Mr. Weed, and now feels that the results obtained hardly justify the cost.

I recommend that you renegotiate the right of way with Mr. Weed.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith
H. B. Glaisyer: O.K. Hold contract until reply.

T. R. HARTRAMPF
ROADMASTER

PHONES:
OFFICE 5811
HOME 1974

OFFICE OF
COUNTY ROADMASTER
WASHINGTON COUNTY
HILLSBORO, OREGON

June 10, 1947

H.B. Glaisyer,
Secretary,
Oregon State Highway Commission,
State Offich Building,
Salem, Oregon.

Sir:

Re: Walker Road Entrance to Tualatin Valley Highway at Engineer's Station 113 in agreement with County Court of Washington County.

Enclosed are three (3) copies of a form of agreement with the Oregon State Highway Commission, signed by the Washington County Court.

Atthe intersection of the abovementioned road with the Tualatin Highway, Thurlow Weed, Attorney at Law, owns property adjacent to both sides of Walker Road. Mr. Weed was agreeable with the realignment and grade as established sevhral months ago and attached to the enclosed agreement signed by the County Court. However, he at this time feels the agreed upon realignment will damage instead of being a benefit.

The following will be necessary to clarify all dbtails as far as the County's obligation is concerned in securing the right of way:

1. It will be necessary for us to rerun the line, using the grade as previously established. We will do this as soon as possible.
2. In the new agreement Mr.Weed will ask for all excavated earth be deposited on his property adjacent to the project. This will be within an 800ft. haul limit north of Station 109 to Station 113.

When we have the final necessary survey in order, I will forward it to the Highway Department.

Very truly yours,

T.R. Hartrampf
T. R. HARTRAMPF
Roadmaster.

TRH:aib

REFERRED TO Mr. Baldock
BY SECRETARY
In view of this letter do you want this agreement to go to the Commission?
HBG

RECEIVED
JUN 11 1947
OREGON
STATE HIGHWAY COMMISSION

329-1702 Tillamook Grad. & Pav. Proj. 1948
on 10th St., City of Tillamook.
#3053

RECEIVED

FOR FILING

2-1702

(CONTRACT NO.) [illegible]

OREGON STATE HIGHWAY DEPARTMENT

(date)

June 17, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3053	8-final	Cressler Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8541	R-40720	$ 728.37	May 19, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1949

Time Extensions: Extended to Aug. 12, 1949

Completion Date: Aug. 12, 1949

Date Accepted: Sep. 21, 1949

Penalties: None of record

Claims: There are 2 still unsatisfied

Remarks: The Continental Casualty Co. furnished us an agreement to indemnify against any action of claimants in connection with release of semi-final and final payments due on this contract.

Date: 6-17-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: ~~JUN [illegible] 1952~~ JUN 17 1952

NOTED ON CARD

6-17-52

RECEIVED
JUN 16 1952
FOR FILING

Mrs. Lewis

June 13, 1952

Mr. Dan L. Flood
Manager, Oregon Claim Dept.
Continental Casualty Company
537 Terminal Sales Building
Portland 5, Oregon

Dear Mr. Flood:

The State Highway Commission's Chief Counsel, Mr. C. W. Enfield, has approved as to form and legality the Indemnity Agreement concerning Cressler Construction Company 's Contract #3053 with the State Highway Commission for street construction in the city of Tillamook, which Indemnity Agreement was transmitted with your letter of June 5, 1952.

I am instructing the Auditor today to release the semi-final and final payments in connection with this job as per copy of my letter to him, attached hereto.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc

NOTED ON CARD
6-13-52, gC

RECEIVED
JU[illegible] 1952
FOR FILING

[illegible] 1702

305

Salem, Oregon
June 13, 1952

Mr. C. H. Maison
Manager, Accounting Division

I hand you herewith a copy of Indemnity Agreement whereby Continental Casualty Company, surety on the bond furnished by Cressier Construction Company in connection with State Highway Contract #3053 for city street construction in the city of Tillamook, agrees to idemnify and save harmless the State of Oregon, the State Highway Department and all officers, officials, employees, or agents of the State of Oregon from any loss, cost, or damage incurred to either the Commercial Bank of Tillamook or the U. S. Bureau of Internal Revenue by reason of payment of the semi-final and final estimates, totalling $1,229.67 in connection with this job.

I believe that you are holding in your safe warrants covering the two estimate payments mentioned above. In view of the attached Indemnity Agreement, it will be satisfactory for you to mail the warrants immediately to the Continental Casualty Company, Mr. Dan L. Flood, Manager, Oregon Claim Department, 537 Terminal Sales Building, Portland 5, Oregon.

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc
cc: F. Query
D. L. Flood
Continental Casualty Co.

NOTED ON CARD
6-13-52

Mr. Query:

The original of the Indemnity Agreement mentioned in the above letter is attached hereto. Also attached is my letter to Mr. Enfield concerning the agreement which letter you will note bears Mr. Enfield's approval as to form and legality. Please file both

(over)

INDEMNITY AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, That,

WHEREAS Cressler Construction Co., a corporation has completed a certain contract with the State of Oregon, acting through the State Highway Department, said contract being No. 3053, for the improvement of 10th Street within the City of Tillamook, Oregon, and that there is still due and owing the said contractor for compensation in connection therewith the sum of $1,229.67, and,

WHEREAS the undersigned, Continental Casualty Company, a corporation, was the surety upon the bond of the contractor in connection with the said improvement, and was compelled to pay under and by virtue of the terms of said bond claims of laborers and materialmen, and,

WHEREAS the said contractor did, on the 19th day of July, 1949, by assignment in writing, assign and set over unto the undersigned any and all sums then due or thereafter to become due from the State of Oregon in connection with the said contract, and,

WHEREAS the Commercial Bank of Tillamook has made claim to the balance due by virtue of an assignment from the contractor, and,

WHEREAS the United States of America, acting through the Bureau of Internal Revenue, has made claim to the said balance by virtue of warrants of distraint for various taxes due from the contractor, and, WHEREAS the State of Oregon, acting through the State Highway Department, is willing to pay to the undersigned the balance due, as above stated, upon the execution by the undersigned of this undertaking of indemnity.

NOW, THEREFORE, if the said State of Oregon, acting through its State Highway Department, shall cause to be paid to the undersigned the balance due, as hereinabove set forth, the undersigned undertakes and agrees to indemnify and save harmless the State of Oregon, the State Highway Department and any and all officers, officials, employees or agents of the said State of Oregon from any loss, cost or damage incurred to either of the claimants above named in the event or by virtue of the making of the said payment.

Dated this -3rd day of June, 1952.

CONTINENTAL CASUALTY COMPANY

By /s/ George A. Smith
Vice President

ATTEST:

/s/ H. M . Rose
Assistant Secretary

Salem, Oregon
June 11, 1952

INDEMNITY AGREEMENT

Mr. C. W. Enfield

Pursuant to our telephone conversation, I hand you herewith Indemnity Agreement prepared by the Continental Casualty Company whereby the Company indemnifies and saves harmless the State of Oregon, the State Highway Department and all officers, officials, employees, or agents of the State of Oregon from any loss, cost, or damage incurred to either the Commercial Bank of Tillamook or the U. S. Bureau of Internal Revenue by reason of payment of the final estimate amounting to $1,229.67 in connection with State Highway Contract No. 3053, awarded to Cressler Construction Company for construction work on the city streets in the City of Tillamook. Will you please advise me whether or not it is advisable to release the final payment in view of this agreement.

In order to refresh your memory on the subject, the claim of the Commercial Bank of Tillamook is in the amount of $3,400.00 and the claim of the U. S. Bureau of Internal Revenue is for Federal taxes in the amount of $1,118.63. The Continental Casualty Company, which is the surety on the bond furnished by Cressler Construction Company in connection with this job, has paid all remaining claims that are recorded in this office against this job. It denies responsibility for payment of the two claims mentioned above.

As stated to you over the phone, the attached Indemnity Agreement is similar to indemnity agreements furnished by sureties in connection with two or three other State highway contracts, which indemnity agreements were approved by Mr. Devers and the Highway Commission.

Secretary

ehr

[illegible]
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

OREGON CLAIM DEPARTMENT
537 TERMINAL SALES BUILDING
TELEPHONE: BEACON 6021

PORTLAND 5, OREGON

June 5, 1952

Mr. H.B.Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir: Re: Cressler Construction Company

We are attaching hereto Indemnity Agreement as requested, which has been properly executed by our Company.

Very truly yours,

Dan L. Flood

Dan L.Flood, Mgr.,
Oregon Claim Dept.

DLF/lr

ANSWERED
H. B. GLAISYER

RECEIVED
[illegible]

Salem, Oregon
May 7, 1952

Cressler Construction Company
Contract No. 3053

Mr. C. H. Maison, Manager
Accounting Division

I hand you herewith Estimate No. 8 final voucher in connection with State Highway Contract No. 3053 awarded to Cressler Construction Company for construction of city streets in the City of Tillamook. The amount of this estimate is $728.37 and you will note that it, and the affidavit attached thereto, have been signed by Mr. A. J. Reid, Assistant Vice President of the Continental Casualty Company to whom the payment has been assigned. The voucher is now ready to transmit to the Secretary of State for a warrant to cover the amount of the estimate.

The semi-final voucher which you are holding in your office safe may also be sent to the Secretary of State for a warrant; however, you should not release either of these warrants to the payee until you receive further information from me to the effect that all of the claims on record in this office as outstanding against this particular contract have been satisfied.

This final voucher was handed to me today in person by Mr. Dan Flood, Manager of the Claim Department in the Portland, Oregon office of the Continental Casualty Company. Mr. Flood also handed to me photostatic copies of checks that the Continental Casualty Company issued in favor of some of the claimants against this job. These bear the endorsement of the claimant.

We still have record of two additional claims which, according to Mr. Flood, are not valid claims against the job and will not be honored by the Continental Casualty Company. However, in order to clear our records, Mr. Flood intends to file a statement with the State Highway Commission to the effect that the Continental Casualty Company will indemnify the State of Oregon against any loss that it may sustain if the Highway Commission releases the semi-final and final payments. Just how soon the statement will be forthcoming, I do not know but you will please retain possession of the warrants covering the two estimates mentioned above until the statement has been received and has been approved by the State Highway Commission. I will keep you advised of the status of the matter.

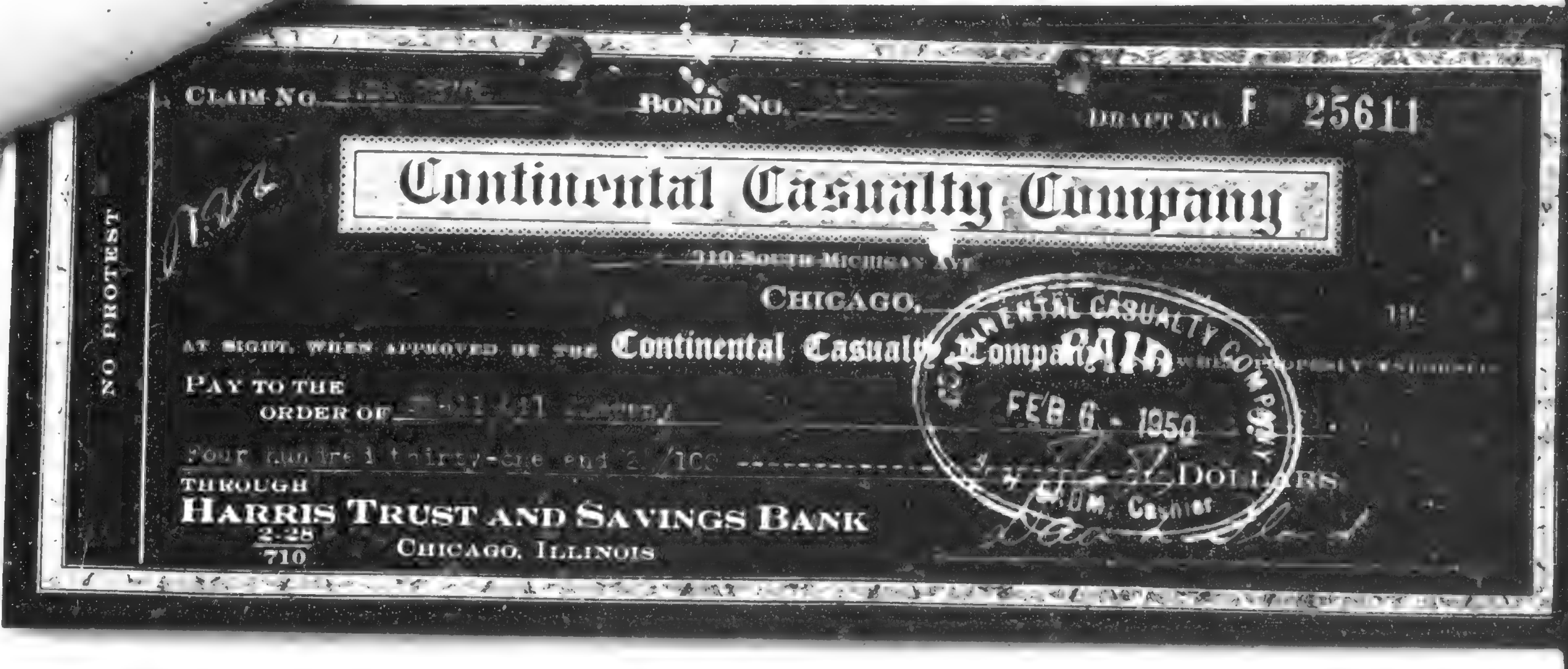
Respectfully yours,

Secretary

NOTED ON CARD
5-7-52

HBG:mhs
encl.
cc: Carl Smith
Floyd Query: Please have Mrs. Lewis record on her card the information contained in the above letter. I attach hereto the photostatic copies of the checks mentioned therein. These appear to be satisfactory and Mrs. Lewis' card should be corrected to show that these particular claims have been satisfied.

HBG



NO PROTEST

CLAIM NO. [illegible] BOND NO. DRAFT NO. F 25611

Continental Casualty Company

310 South Michigan Ave.

CHICAGO, 19

AT SIGHT, WHEN APPROVED BY THE **Continental Casualty Company** WHEN PROPERLY ENDORSED

PAY TO THE ORDER OF [illegible]

Four hundred thirty-one and [illegible]/100 ---------------- DOLLARS

THROUGH

HARRIS TRUST AND SAVINGS BANK

$\frac{2\text{-}28}{710}$ CHICAGO, ILLINOIS

CONTINENTAL CASUALTY COMPANY
PAID
FEB 6 - 1950
Cashier

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 15, 1952

Continental Casualty Company
537 Terminal Sales Building
Portland 5, Oregon

Attention: Dan L. Flood, Manager
Claim Department

Gentlemen:

This is in reply to your letter of April 14 and in accordance with your request for signature, a new copy of the Final Estimate Voucher on Contract #3053 in the amount of $728.37 has been prepared. This payment is to the Cressler Construction Company assigned to yourselves.

I also attach for your records an additional copy of the voucher. Please note that the voucher should be signed on the certificate portion on the back and the Final Release Form executed before a Notary Public. Inasmuch as the original had the required Assignment of Claim Form attached, we have attached one to this voucher but in case, as I surmise, that it is inconvenient to secure a signature of an official of the Cressler Construction Company, I understand that Mr. Glaisyer is prepared to substitute a certified copy of the original blanket assignment.

The prompt return of the voucher with the final release properly executed will enable us to proceed toward completion of payment.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

Carl F. Smith

Carl F. Smith
Claims Supervisor

CFS:nm

Enclosures.

cc: Mr. Glaisyer
C. H. Maison

April 8, 1952

Continental Casualty Company
537 Terminal Sales Building
S.W. 12th and Morrison Streets
Portland 5, Oregon

Attention: Mr. Dan Flood

Gentlemen:

In conformity with our telephone conversation of this date, I enclose for your information a list of claims that are on file in the office of the State Highway Commission against Cressler Construction Co. arising out of the company's State Highway Contract No. 3051, for grading and paving the Tillamook (10th Street) Section in the City of Tillamook.

We have no knowledge that any of these claims have been satisfied. If the Continental Casualty Company has paid them, we would like to have evidence of such payment to clear our records. The evidence should be either releases bearing the original signatures of the claimants or photostatic copies of the same. Upon receipt of such evidence, we will be in a position to release the semi-final and final payments for work performed in connection with this job, which totals $1,229.67.

In checking with our Accounting Division, I find that a semi-final voucher, which has been signed by the contractor, is being held in the office safe. It will be sent to the Secretary of State for issuance of the warrant, and the warrant will be held in our office pending the receipt of the evidence of satisfaction of claims mentioned above. I also find that the final voucher in the amount of $728.37 was mailed to you, c/o Mr. Parker H. Lyman on December 14, 1949. It has not been returned to date. If you still have that voucher, please sign it as assignee and return it to this office, and we will forward it to the Secretary of State for issuance of a warrant to cover. This warrant likewise will be held in this office pending the above-mentioned evidence.

It is not absolutely necessary that the assignment attached to the voucher be executed inasmuch as Cressler Construction Company has previously assigned all of its funds to the Continental Casualty Company. I will attach a true copy of such assignment to the voucher.

This matter is of long standing, and we would like to clear it up as soon as possible. Anything that you can do to expedite it will be appreciated.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:ls
Enc.

cc: C. H. Maison (2)

LIST OF CLAIMS FILED AGAINST CONTRACT NO. 3053, CRESSLER CONSTRUCTION CO.

8-8-49	Commercial Bank of Tillamook		$3,400.00	payt. denied
8-11-49	Economy Fuel Co.	Fuel Oil	68.06	Pd. 4/25/
11-8-49	Shell Oil Co.	Petroleum Products	431.24	- pd 9/
2-27-50	George Becker (by Commissioner of Labor)	Wages	10.00	- pd 5/8/
4-12-50	Industrial Accident Commission	Contributions	14.54	pd 5/1/5
8-30-50	U.S. Bureau Internal Revenue	Federal Taxes	1,118.63	payt. denied
		TOTAL	$5,042.47	

Prepared 4/8/52

Alan Flood re Crossley

Room 537 Terminal Sales Bldg

12th + Morrison.

send list of claims

3rd mem

Aug. 4, '50 my letter to Stevens

voucher (Wicklander) 501.30 assigned
1229.67

final voucher & surety (when?) by Carl Smith –
never returned

final voucher sent to Lyman Dec. 14, '49
$728.37
not returned.

501.30
728.37
1229.67

3053

Memorandum

Date April 7 '52 Time 8:15

To Mr. Grainger

Mr. Mc Manson

Of

Telephone No. 236

✓	Telephoned	☐	Called to see you
✓	Wants you to call	☐	Ret'd. your call
☐	Will call again	☐	RUSH

Message

By LS

LIST OF CLAIMS FILED AGAINST CONTRACT NO. 3053, CRESSLER CONSTRUCTION CO.

8-8-49	Commercial Bank of Tillamook		$3,400.00
8-11-49	Economy Fuel Co.	Fuel Oil	68.06
11-8-49	Shell Oil Co.	Petroleum Products	431.24
2-27-50	George Becker (by Commissioner of Labor)	Wages	10.00
4-12-50	Industrial Accident Commission	Contributions	14.54
8-30-50	U.S. Bureau Internal Revenue	Federal Taxes	1,118.63
		TOTAL	$5,042.47

Prepared 4/8/52

RECEIVED
FOR FILING

3053

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

327-1702

3053

Salem, Oregon
August 7, 1950

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

I acknowledge receipt of your letter with which you sent notices of levy by the Collector of Internal Revenue on funds in the custody of the State Highway Commission and due the Cressler Construction Company as a result of work performed by the company for the State under contract No. 3053.

If the debt in connection with which the levy has been made is a debt growing out of the above contract, then the Highway Commission is authorized to and is required by law to withhold from the contractor sufficient funds to cover the debt. You are, therefore, advised to give full consideration to the notice of levy. The situation would be different and I would have to advise otherwise if the Government's levy pertained to a debt unrelated entirely to an instant job, but assuming, as I have said, that the claim is related to this job the levy must be honored.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:JK
cc:Hugh H. Earle
Collector of Internal Revenue
M. H. Hawke

8-7-50,gk

NOTED
F. QUERY

REFERRED TO ~~Query~~ Mrs [illegible] note on card
BY SECRETARY

Hold Funds

RECEIVED
AUG 7 1950
FOR FILING

329-1702

3053

File

Mr. Lewis

Salem, Oregon
August 4, 1950

Mr. J. M. Devers
Chief Counsel
Building

Dear Mr. Devers:

Attached hereto is a "Notice of Levy" filed in this office at 3:00 p.m., August 3, 1950, by Paul Lynch, Deputy Collector for the Bureau of Internal Revenue. This levy is against Cressler Construction Company in favor of the J. S. Treasury Department, Bureau of Internal Revenue in the amount of $1,118.63.

Cressler Construction Company was awarded Contract 3053 for grading and paving on Tenth Street in the city of Tillamook. Semi-final and final payments are being withheld on this contract in the amount of $1,229.67.

Very truly yours

Secretary

FAQ:md
Attach.

cc - M. E. Hawks

Please continue to withhold all payments on this contract.

NOTED ON CARD

8-4-50 gs

Mrs Lewis

August 4, 1950

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Mr. Paul Lynch, Deputy Collector for the U. S. Bureau of Internal Revenue, served a "Notice of Levy" in this office at 3:00 p.m. on August 3 against Cressler Construction Company in favor of the U.S. Bureau of Internal Revenue for unpaid Federal taxes in the amount of $1,118.63. Cressler Construction Company was awarded Contract 3053 for grading and paving Tenth Street in Tillamook and on which final and semi-final payments totaling $1,229.67 are being withheld by reason of previous arrangements.

This information is provided as the Continental Casualty Company appears as surety on the bond executed in connection with Contract No. 3053.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham & Bates
901 S. W. Washington Street
Portland 5, Oregon

Mr. Warner M. Bruce, Manager
Northwest Branch Office
Continental Casualty Company
1411 Fourth Avenue Building
Seattle, Washington

Cressler Construction Company
P. O. Box 246
Tillamook, Oregon

NOTED ON CARD
8-4-50 gl

Form A-150—5M—8-49

INVOICE

Oregon State Highway Commission

SALEM, OREGON

City of Tillamook
Tillamook, Oregon

RECEIVED
MAY 23 1950
ENGINEER
COUNTY [illegible] OPERATIONS

Invoice No. 16626

Date May 16, 1950

Your Req. No.

Billing Request No. 50-20

Credit distribution: [illegible]

City share of total cost of placing curbs, drainage, and asphaltic concrete pavement on 10th Street between 3rd and Miller Streets as per agreement between City of Tillamook and Oregon State Highway Commission, dated July 15, 1948.

Work performed under Contract No. 3053

Special City Allotment Project (1948)

Advance Deposits		20,000.00
Contract Items	$ 24,676.37	
Engineering & Survey	4,973.48	
Total	$ 29,649.85	
Agreed City Share 20/32 x $29,649.85		18,531.16
To be refunded		$ 1,468.84

NOWLEDGMENT OF BILLING REQUEST

By

State Printing Dept. 33936

May 17, 1950

Mr. J. C. Holden
City Recorder
Tillamook, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Reference is made to the agreement between the City of Tillamook and Oregon State Highway Commission dated July 15, 1948.

This agreement is in connection with the special city allotment project on 10th Street between 3rd and Miller Streets and provides that the cost shall be borne on the ratio of $20,000 City to the estimated total cost of $32,000. Final costs on this project are as follows:

Contract Items	$24,676.37
Engineering and Survey	4,973.48
Total	$29,649.85

The City's final share of this cost would be 20/32 x $29,649.85 equals $18,531.16.

The City had on deposit with the Highway Commission the sum of $20,000 and, in view of the final costs, is due a refund of $1,468.84. A statement to this effect has been submitted to our Accounting Department and a refund in this amount should be received by the City in the near future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
cc: Mr. M. H. Banks,
Chief Accountant

FORM E-123X

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 1, 1950

329-1702

NOTED
J. W. CATTRALL

RECEIVED
MAY 1 1950
ENGINEER
COUNTY & CITY RELATIONS

Mr. C. R. Trinkle,
City Manager,
Tillamook, Oregon.

Dear Sir:

I have your letter of April 25th regarding the condition of the Tenth Street Project, which was rocked and paved last year under a cooperative agreement by the State and City with State contribution from the $250,000 special fund applying to city streets.

The project as constructed was in accordance with the City's wishes, approved by the City and constructed as all other State projects are handled. We have many failures of surface and subgrade on State projects, which we find necessary to repair after the jobs are completed.

These failures are the result of either stretching the money too thin, by which process an inadequate foundation and surfacing is applied for the traffic that must be carried; or, as has happened on many of our roads this past winter, it is caused by frost conditions, which are very damaging to the type of surfacing that might be considered adequate under normal conditions; or, again, it might and probably results from the contributory factor of a too hasty completion of the work. The very unusual freezing condition this past winter in the Tillamook area must certainly have had much to do with the failure on this job.

It is my experience, and I think you will probably bear me out if you have had any construction work of this type, that any macadam road should be left through a winter as a macadam before paving is placed. This gives time for proper consolidation and repair of any weak spots that develop so that the final surfacing will give a much more satisfactory pavement.

We are sorry that this road has shown failure but you have

NOTED
J. F. HAGEMANN

an obligation under your agreement to maintain and repair projects of this kind. As mentioned above, the State has had many failures due to some of the causes herein enumerated and our only solution is to make immediate and adequate repairs.

You should, therefore, make such emergency repairs as necessary before a greater break-up occurs. More permanent repairs can be made later with plant mix from Gerber's plant when the paving work on the Tillamook-Pleasant Valley project is in progress. Also, if you apply for further work under the Special City Fund, you can include a resurface of this Tenth Street to put in a more stable and permanent condition.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. John W. Cattrall

RECEIVED
APR 14 1950
STATE INDUSTRIAL ACCIDENT COMMISSION
FOR FILING

3053

Files

FORM 60 100M 1-47

329-1702
3053

COPY

April 12, 1950

Firm No. 154419

REFERRED TO ~~[illegible]~~ [illegible] bond
BY SECRETARY
not on card

Dan L. Flood, Manager
Oregon Claim Department
Continental Casualty Company
409 Wilcox Building
Portland, Oregon

Re: Cressler Construction Company

Dear Mr. Flood:

Enclosed is a statement in an amount of $14.54 which represents contributions owing to the Commission by the Cressler Construction Company, formerly of Seaside, Oregon.

This statement is in connection with certain work performed for the State Highway Department and is known as Contract No. 3053.

We would appreciate this claim being entered and paid under the bonds which we understand were written in connection with this work. The employer apparently defaulted in his contract.

Very truly yours,

Don Parker
DON PARKER
Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

DP:dz

cc - State Highway Commission
Attention: Mr. Glaisyer
Salem, Oregon

NOTED ON CARD
4-12-50, gl

ACCOUNT ANALYSIS

ereishlers Constr. Co - State Highway Job. Firm No. 154419

Address Seaside, Oregon. County 4 Clatsop

Payroll Segregation	Amount of Payroll	Base Rate	Experience Rating	Factor	Payroll Period From	Payroll Period To	Employer's Contribution
Street Construction	5234 33	4 00	Base	4 00	9-1-48	8-20-49	209 38
	$ 5234 33						

Totals:

Employer's Contributions	$ 209 38
Workmen's Contributions	$ 4 48
Penalty	$
Interest	$ 35 24
TOTAL DEBITS	$ 249 10

INTEREST: Previous charge $

Current charge to 2-28-50 $ 35.24

Date Payment Received	Amount Paid
2-49	31 83
12-48	202 73

TOTAL CREDITS	$ 234 56
DEBIT BALANCE DUE	$ 14 54

Amount on which penalty is based $

Amount of balance subject to interest from 3-1-50 $ 14.54

Occupation of

From 19 to 19

Demand for pay't of $ made on

Remarks:

RECEIVED
MAR 1 1950
FOR FILING
W. E. KIMSEY
COMMISSIONER

329-1702

3053

STATE OF OREGON
BUREAU OF LABOR

Files

Salem, Oregon
February 27, 1950

Continental Casualty Company
Wilcox Building
Portland 4, Oregon

Gentlemen:

Mr. George Becker, General Delivery, Rockaway, Oregon, informs this office today that he was employed by the Chressler Construction Company on a contract for the State Highway Commission last summer and that following the termination of his employment he had some difficulty in adjusting his claim for wages, the result being that your company mailed him Draft No. F 22749, dated Chicago Sept. 6, 1949, amount $89.57, which was exactly $10.00 short of the amount due him. He has evidence in the stubs of three checks that the Chressler Construction Company owed him $99.57. He claims that he has registered a letter to your company and that you have not replied.

Will you please give this matter your attention, and let me hear from you?

Very truly yours,

W. E. Kimsey
Commissioner of Labor

WEK:lmg

cc: H. B. Glaisyer, Secretary, State Highway Commission

ED TO
Query

[illegible]
2-2-50

COPY

RECEIVED
16 1950
FOR FILING

3053

321-1702

3053

February 10, 1950

Continental Casualty Company
Durham & Bates, Resident Agents
901 S. W. Washington Street
Portland 5, Oregon

Attention: Parker W. Lyman

Gentlemen:

I attach for your information a copy of a letter the State Highway Commission has just received from the State Industrial Accident Commission regarding its claim against Cressler Construction Company, which claim arises out of Cressler Construction Company's contract with the Highway Commission, No. 3053, for the grading and paving of the Tillamook (10th Street) Section in the City of Tillamook.

Your attention is called to the fact that the claims of the State Industrial Accident Commission and the State Unemployment Compensation Commission are preferred claims against highway contracts, being especially mentioned in the bond furnished by the contractor.

In view of the Accident Commission's letter, we will be unable to release final payment in connection with this job until the claim has been satisfactorily disposed of.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

cc - R. H. Hamke (2)
F. A. Query

Mr. Hamke: Please withhold final payment to Cressler Construction Company pending further advice from this office.

NOTED ON CARD
2-10-50 gl

February 10, 1950

State Industrial Accident Commission
BUILDING

Attention: Don Parker, Attorney

Dear Mr. Parker:

This acknowledges your letter of February 9, calling attention to the claim of the State Industrial Accident Commission against George E. Cressler and Pauline B. Cressler, dba Cressler Construction Company, which claim represents contributions owing to your Commission as a result of State Highway Contract No. 3053, for the improvement of 10th Street in the City of Tillamook.

I am bringing your letter to the attention of the Continental Casualty Company, surety on the bond furnished by Cressler Construction Company in connection with the contract. Durham and Bates are resident agents for the surety, with offices at 901 S. W. Washington Street, Portland 5, Oregon. I would suggest that you also notify the Company of this unpaid account.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]:rts

NOTED ON CARD

2-10-50 jc

INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

COLLECTIONS DIVISION
DONALD L. PARKER
ASSISTANT ATTORNEY GENERAL

PAUL E. GURSKE
T. MORRIS DUNNE
L. O. ARENS
COMMISSIONERS

February 9, 1950

Mr. Earl T Newbry
Secretary of State
Salem, Oregon

State Highway Commission
Salem, Oregon

RE: George E Cressler and Pauline B Cressler, dba Cressler Construction Company.
Our Firm No. 154419

Gentlemen:

We have a substantial balance representing Contributions owing to the Commission by the above company and as a result of Highway Contract # 3053, Tenth Street Tillamook, Oregon. We understand that this contractor was unable or did not finish the work and that the Continental Casualty Company, Portland, Oregon, will be required to make good on a bond.

This is formal notification of the above facts and to make sure no further disbursements are made until the Commission has had the opportunity to present a true statement of the actual amount owing. We are making an immediate audit of the books of this company in order to present to the Highway Commission.

Yours very truly,

Don Parker
Don Parker
Attorney for,
STATE INDUSTRIAL ACCIDENT COMMISSION

DP: dp

NOTE TO Security
DATE 2/10

ACKNOWLEDGED
H. B. GLAISYER

2-10-50 gl

FORM S-122X 15M 8-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 14, 1949

3053
329-1702

Continental Casualty Company
409 Wilcox Building
Portland 4, Oregon

ATTENTION: Mr. Lyman

NOTED
H. B. GLAISYER

Gentlemen:

I enclose for signature to the Assignment of Claim form to the final release form and to the certificate on the back of the voucher, our final estimate voucher for $728.37 in favor of the Cressler Construction Company on contract 3053, the payment being assigned to your company.

The voucher is being sent for signature at this time in order to expedite its approval so far as possible, but it can not be released to the Secretary of State's office until such time as a satisfactory settlement has been made of the claims against the work filed with the office of the Commission's secretary.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

by carl F Smith
Carl F. Smith
Accounting Division

cfs/rs
encl.

cc: H. B. Glaisyer

REFERRED TO
BY SECRETARY

RECEIVED
FEB 15 1950
FOR FILING

329-1702

3053

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 12, 1949

NOTED
H. B. GLAISYER

NOTED
E. QUER.

Mr. Cedric P. Winslow
Attorney at Law
Tillamook Building
Tillamook, Oregon

Re: Cressler Contract No. 3053

Dear Sir:

Your letter dated December 2 addressed to the State Highway Commission relative to the above contract has been on my desk for several days and has not been answered for the reason that I have been waiting for some additional information.

I must say that I do not appreciate the tone of your letter; nevertheless I shall give you such information as available and such comment on the legal standpoint as seems appropriate. The following is a list of payments made, number of voucher, and date on which the payment was mailed:

Est. No.	Voucher	Amount	Date Mailed	
1	13989	$ 2,818.98	10-6-48	to contractor
2	15890	1,804.50	11-10-48	" "
3	19275	871.11	12-30-48	" "
4	10161	735.30	6-29-49	" "
5	11636	1,378.80	7-27-49	" "
6	14152	15,838.01	9-6-49	to surety
7 semi	17101	501.30	Held up	
8 final	- - -	728.37	Held up	

I call your attention to the fact that no payment was made subsequently to my letter of September 9. I have not kept track of the developments of this job since that was not part of my duty so have not been informed at all times as to the amount of money earned and unpaid.

With respect to the assignment made by the contractor to the bank, you are, of course, familiar with the provisions of Section 100-119 O. C. L. A., which very definitely says:

> "* * * No assignment of funds earned under a contract for highway constructions, improvement or maintenance shall be approved or recognized by the commission which may in any way

REFERRED TO Geary
BY SECRETARY

[illegible] return

> jeopardize the interests of persons furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work have been paid shall be void as against the debts or claims incurred in connection with the performance of said work."

In our discussions concerning the bank's claim I have been led to believe that the claim does not represent either labor or materials which went into the job. If it is a fact that the claim does not represent labor or materials which went into the job then, of course, the assignment could not be preferred as against labor and material claims. I call your attention also to the language found in Section 96-205, O. C. L. A., which says:

> "* * * All claims and accounts for the furnishing or supplying of labor and material or either, to any contractor as herein provided, shall be assignable by instrument in writing and subscribed by the person furnishing or supplying such labor or material, and the assignee shall have the same right and remedy against the contractor and the surety on the bond as is by this act given to or vested in such laborer or materialmen, and upon application to the proper officer in charge of such contract, together with a proper showing under oath what relation the assignor bears or bore to such contract or its performance, and the facts of the assignment, such assignee shall receive a certified copy of such contract and bond and is hereby authorized to institute an action within two years after supplying such labor or materials, in the circuit court of this state or the federal court of this district, and not otherwise, against said contractor and surety or sureties, on his or its relation, but in the name of the state of Oregon, or of the county, school district, municipality, municipal corporation or other subdivision concerned, and to prosecute the same to final judgment and execution for his or its own use and benefit, as the fact may appear. * * *"

If the bank's claim qualifies under either of the above-cited sections of the code, then the bank has ample protection.

Since no payments have been made to the contractor since the date of my letter of September 9 I think I have conformed to whatever understanding we had, and since the statutes control, I believe you have a complete answer to your letters.

Very truly yours,

J. M. DEVERS

JMD:NH
cc - Commercial Bank of Tillamook
Continental Casualty Company
R. H. Baldock - H. B. Glaisyer

M B-128K 15M 8-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Nov. 25, 1949

NOTED
H. B. GLAISYER

Mr. Donald B. Peterson, Vice President
The Commercial Bank of Tillamook
Tillamook, Oregon

Dear Mr. Peterson:

Mr. Glaisyer handed me your letter dated November 21st, in which you inquired concerning the status of the Cressler Construction Company's job, identified as Contract No. 3053.

I am informed that the contractor told Mr. Glaisyer a few days ago that he will very promptly file a statement with respect to unpaid claims related to the above job. I am also informed by Mr. Glaisyer that the approximate sum of money earned but unpaid is $1251.30. That sum is identified in the Commission's files as the semi-final. The final may change a bit, but I am told it will not increase that amount materially.

Some time ago when I was discussing this contract with Mr. George Winslow, Attorney for the Bank, it was understood that when the job was finished and we were ready to make final payment, we would advise the Bank and the Surety Company along with the Contractor, so that a conference might be held in order to determine what disposition should be made of the unpaid balance on the contract. As soon as we receive from the Contractor a statement of the unpaid claims, a copy of that statement will be mailed to you and to your Attorney, Mr. Winslow, and also the Surety Company, so that if required, a date for a conference may be fixed.

Yours very truly,

JMD:PRC

J. M. DEVERS

cc- Mr. George Winslow
Mr. H. B. Glaisyer

11/28 phoned Lyman - may be paid - probably all matter within week or 10 days - will send complete cert then - In meantime will write as to status.

12/13/ Lyman stated - is simply clearing up - now [illegible] to [illegible]
Closing out among claims as soon as paid,

RECEIVED
[illegible]
FORM [illegible] 15M 5-49
FOR FILING

3053 Files

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

329-1702
3053

December 1, 1949

Mr. George P. Winslow
Attorney at Law
Tillamook Building
Tillamook, Oregon

NOTED
H. B. GLAISYER

Re: Contract No. 3053

NOTED
F. QUER

Dear Sir:

Upon receipt of your letter of the twenty-ninth relative to the above contract, I conferred with Mr. Glaisyer, the Secretary of the Commission, and I find that no payments have been made to the Cressler Construction Company since my letter of September 9. I am told that the last payment made was on September 6. I am of the opinion that not very much work was done since the last payment, and was surprised to learn that the unpaid balance is only $1,251.30.

I understand that when the contractor applies for a surety bond that he is required in his application to assign to the bonding company monies which may be earned on the job. I do not know whether that is true in this case or not, but I have been told that it is a formal part of every application. That assignment, however, would not, in my opinion, relieve the bonding company of its obligation to pay debts incurred in connection with the job even though they exceeded the amount earned by the contractor. If the bank's claim is one which was incurred in connection with this job, then I believe the bank is privileged to look to the bonding company for payment. If the bank's claim is not related to the job, then an assignment by the contractor of monies earned under the contract would be void as to creditors who became creditors by virtue of the contractor's performance of its contract.

I believe there is nothing further I can or need say at this time.

Very truly yours,

J. M. DEVERS

JMD:NH

CC - H. B. Glaisyer

NOTED ON CARD
12-1-49

RECEIVED
NOV 23 1949
FOR FILING

329-1702

3053

[illegible]

November 23, 1949

Carl F. Smith
Accounting Division

Re your letter of November 23 concerning the voucher of the final estimate for Contract No. 3053, Cressler Construction Company, it will be satisfactory to prepare the voucher covering this estimate, but do not send it out for execution by the contractor until further advised by this office.

Secretary

HBG/fm

NOTED ON CARD

11-23-49, gC

REFERRED TO
SECRETARY

Note on card

FORM E-30 10M 5-49 31900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1949

SUBJECT:

To: H. B. Glaisyer, Secretary
323 State Office Building

Dear Sir:

The Accounting Division at present has on file a request from your office and from the Legal Department to not voucher any further estimates in favor of the Cressler Construction Company on their contract No. 3053 until certain claims and the question of assignments have been settled.

We have now received for vouchering the final field estimate on this contract and I am accordingly holding it at this office pending its definite release for vouchering by yourself and by Mr. Devers.

Very truly yours,

Carl F. Smith
Carl F. Smith
Accounting Division

cfs/rs

cc: J. M. Devers
509 State Office Building

D. B. Taylor

[illegible] ON CARD
11-23-49 19 C

ERED
AISYER

RECEIVED
NOV 22 1949
FOR FILING

329-1702

3053

November 21, 1949

Continental Casualty Co.
409 Wilcox Building
Portland 4, Oregon

Attention: Mr. Parker H. Lyman

Gentlemen:

Referring to your letter dated November 18, 1949, the quantities of base rock used on the Tillamook (10th Street) project, Contract No. 3053, were as follows:

3" - 0" Material in Base	687.0 cu. yds.
3/4" - 0" Material in Base	299.0 cu. yds.

Very truly yours,

H. B. Glaisyer
Secretary

DBF:ew

ROLLIN M. CLARK
FIRST VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE, CHICAGO, ILLINOIS

OREGON CLAIM DEPARTMENT
P. H. LYMAN, MANAGER
408 WILCOX BLDG.

PORTLAND 4, OREGON

November 18, 1949

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: Cressler Construction Co. -to-
Oregon State Highway Commission

We would greatly appreciate your advising us the number of yards of base rock used on Tenth Street according to the estimates furnished Mr. Cressler. Thanking you for submitting this information at your earliest convenience, we are

Very truly yours,

Parker H. Lyman

Parker H. Lyman

PHL/lr

Final Est:
3"-0" 687.0 cy.
3/4"-0" 299.0 -

RECEIVED
STATE HIGHWAY COMMISSION

REFERRED TO Probert
BY SECRETARY

Will you please prepare answer for me?
HBG

RECEIVED
NOV 14 1949
FOR FILING

329-1702

3053

Files

Mrs Lewis

November 9, 1949

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge receipt of three copies of a claim filed with your office by the Shell Oil Company against Cressler Construction Company Contract 3053 in the amount of $431.24 for petroleum products furnished in connection with the grading and paving of 10th Street in Tillamook.

This claim bears your file No. 3190.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
11-9-49 g

1859

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

November 8, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir;

We have received and filed as of this date the notice of claim by Shell Oil Company, Incorporated, for petroleum products, furnished in the sum of $431.24, against the bond taken from Cressler Construction Company, principal and Continental Casualty Company, surety, for the work of paving East Tenth Street, Tillamook, Oregon, Oregon State Highway Contract No. 3053, our file number 3190.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry
Secretary of State

N:FA

Enc.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
11-9-49 gl

RECEIVED
NOV 11 1949
FOR FILING

329-1702

3053

Mrs Lewis

November 9, 1949

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached hereto is a copy of a claim filed with the Secretary of State by the Shell Oil Company against Gressler Construction Company Contract 3053 for grading and paving 10th Street in Tillamook. This claim is in the amount of $431.24 plus $100.00 attorney's fees if court action is necessary, and is for petroleum products furnished to the Gressler Construction Company.

This information is furnished as the Continental Casualty Company appears as surety on the bond executed in connection with Contract 3053.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mf
Attach.

cc - Durham & Bates
901 S. W. Washington Street
Portland 5, Oregon

Gressler Construction Company
P. O. Box 246
Tillamook, Oregon

Mr. P. E. Lyman, Manager
Oregon Claim Department
Continental Casualty Company
409 Wilcox Building
Portland 4, Oregon

NOTED ON CARD
11-9-49 gl

COPY

SHELL OIL COMPANY
Incorporated

1220 S. W. Morrison Street, Telephone ATwater 7321
Portland 5, Oregon

November 7, 1949

SECRETARY OF STATE
Salem, Oregon

Dear Sir:

NOTICE IS HEREBY GIVEN that the undersigned, SHELL OIL COMPANY, has a claim in the sum of Four Hundred Thirty-One and 24/100 ($431.24) Dollars against the bond taken from Cressler Construction Company, as principal, and Continental Casualty Company, as surety, for the work of paving East Tenth Street, Tillamook, Oregon Oregon State Highway Contract No. 3053.

Said Claim is for petroleum products delivered in the construction of said above described job.

In the event said claim is not settle and paid without an action in the courts to enforce the same, in addition to above item undersigned claims the sum of One Hundred Dollard ($100.00) as attorney's fees and costs.

Dated this 7th day of November, 1949.

SHELL OIL COMPANY

By R. H. FORBES
R. H. FORBES
Division Credit Manager

State of Oregon } ss
County of Multnomah }

R. H. Forbes, being sworn upon oath, deposes and says: that the above statement and claim is just, true and correct; that the labor or material therin charged was for the benefit of said principal and sureties and the City of Tillamook.

R. H. FORBES

Subscribed and sworn to before me
this 7th day of November, 1949.

VIRGINIA ALEXANDER
My commission expires July 14, 1950.

(SEAL)

ENDORSED:
File number 3190
Filed November 8, 1949
EARL T. NEWBRY, Secretary of State

RECEIVED
OCT [illegible]
FOR FILING

329-17[illegible]2

353

October 5, 1949

P. M. Lyman, Manager
Oregon Claim Department
Continental Casualty Co.
409 Wilcox Bldg.
Portland 4, Oregon

Dear Mr. Lyman:

Please be advised that the State Highway Commission is ready to make semi-final payment to Cressler Construction Co., on contract No. 3053, for grading and paving on the Tillamook (10th St.) Section in Tillamook County. The warrant for this payment, in the amount of $501.30, will be withheld until a satisfactory adjustment of certain matters can be arranged between yourself and Mr. Devers.

You have knowledge of the claims filed against this job.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

NOTED ON CARD
10-5-49

RECEIVED
SEP 30 1949
FOR FILING

229-1702

3053

September 29, 1949

Cressler Construction Co.
P. O. Box 246
Tillamook, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 21, 1949, had under discussion your request for an extension of time of 12 days, from July 31 to August 12, 1949, within which to complete your contract No. 3053 covering the Tillamook (10th St.) Section in Tillamook County.

I am pleased to inform you that the Commission granted your request without penalty. The action of the Commission was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Eason,
Division Engineer

H. O. Smith

NOTED ON CARD

9-29-49

Form E-1—5M—11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 24, 1949

Section Tillamook (10th Street)

Kind of work Grading and Paving

Highway City Street

Section prefix 329-1702

Contractor Cressler Construction Co.

Contract number 3053

Date of contract August 19, 1948

Date of completion July 31, 1949

Date work started September 7, 1948

Estimated date of completion August 12, 1949

Amount of contract $32,175.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 30,420.00

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date $, %

Date project was completed August 12, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crew all week on Art Duffy's job. Gaither and self completed the final on this project and it was sent to Salem on Wednessday.

There was a saving of nearly $5,000.00 on the job or about 16%. This was mainly due to elimination of a couple catch basins, a manhole and about 500 feet of 12" pipe, by redesign of the drainage system.

Lloyd Calkins was in Friday and said the pipe was shipped the other day and is expected on October 6th. He expects to start cleaning up the site early next week.

NOTED

NOTED
H. W. LIBBY

RECEIVED
SEP [illegible] 1949
DIVISION ENGINEER

Signed L. D. Marr Sr. Res. Engr.

Address Nahalem, Oregon

NOTED
E. M. BOOTH

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

State Printing Dept. [illegible]

RECEIVED
OCT 25 1949
FOR FILING

Files

329-1102
3053

September 12, 1949

Mr. M. H. Hawke
Chief Accountant

Attention: Carl F. Smith

Confirming my telephone conversation with Miss Wicklander this date, please withhold all future payments in connection with Contract No. 3053, with Cressler Construction Company, for grading and paving the Tillamook (10th Street) Project in the City of Tillamook, until further advised by this office. This is at the request of Mr. J. M. Devers, Chief Counsel for the State Highway Commission, a copy of whose letter I attach for your further information.

Secretary

HBC:ts
Enc.

REFERRED TO
[illegible]

note on card & return to me
HBS

NOTED ON CARD
9-12-49 gC

FORM E-30 25M 1-48 29043

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1949

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Dear Mr. Glaisyer:

The situation with respect to monies earned and unpaid in connection with the Cressler Construction Company job in Tillamook, which contract is #3053, has become a bit involved because of conflicting assignments and other matters in dispute.

I, therefore, advise that no further payments be made either to the contractor or the contractor's surety and that no payments be made in respect to the assignment made to the bank until the matters in dispute can be harmonized or some sort of an agreement reached.

I have written to the contractor and have requested a statement of all unpaid bills for labor, materials or other claims incurred in connection with the performance of his contract. Upon receipt of such statement I plan to ask for or suggest a conference between the contractor, his surety, the bank and the Highway representatives to discuss all matters in dispute and if possible reach a solution.

In the meantime, please withhold further payment to anyone.

Very truly yours,

J M Devers
J. M. DEVERS

JMD:NH

cc - Continental Casualty Company
George P. Winslow

Phoned Wicklander 9/12 to hold up payments
until further advice. HWS

[illegible] TO Hawks
DATE 9/12/49

[illegible] CARD

9-2-49 [illegible]

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

September 9, 1949

Cressler Construction Company
P. O. Box 246
Tillamook, Oregon

Gentlemen:

I am advised that your contract No. 3053 calling for certain highway construction work in Tillamook County has been completed and is ready for final payment and acceptance by the State.

Several assignments have been made by you with respect to monies earned under the contract but as yet unpaid. One of those assignments has been made to the Commercial Bank of Tillamook. One has been made in favor of your surety, and I am told, but have not verified it, that an earlier assignment was incorporated in your application for bond.

I am not in a position and would not assume the authority to pass upon the priority of these assignments and I have, therefore, advised H. B. Glaisyer, Secretary of the Highway Commission, to withhold further payment under the contract until a conference can be arranged for and held, which conference should be attended by a representative of the bank, a representative of your surety company, a representative or representatives of the State Highway Department, and yourselves or your representative.

In the meantime I wish you would send me a complete and correct statement of all unpaid claims for labor and materials and all other claims incurred in performance of the job. As soon as I receive that statement I will contact the several interested parties; namely the bank through its representative, George P. Winslow, the surety company and the construction company, and try to arrange for a conference. I believe that as a result of such conference all matters in difference can be solved and this matter put in line for final payment.

Please let me have an early reply to this letter.

Very truly yours,

J. M. DEVERS

JMD:NH
cc - George P. Winslow ✓
H. B. Glaisyer ✓
R. H. Baldock
Continental Casualty Company

9-9-49

ROLLIN M. CLARK
FIRST VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE, CHICAGO, ILLINOIS

OREGON CLAIM DEPARTMENT
P. H. LYMAN, MANAGER
400 WILCOX BLDG.

PORTLAND 4, OREGON

September 6, 1949

NOTED
H. B. GLAISYER

Mr. H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr.Glaisyer:

Re: Cressler Construction Company -to-
Oregon State Highway Commission

For your information as of this date I have issued drafts on our company in payment of labor under the above captioned contract for the sum of $1,082.25 and there is still outstanding labor claims of approximately $1,000.00 which will be disposed of just as soon as we have the contractor's O.K. At the present time the men are claiming a payroll due in excess of the amount claimed owing by the contractor. We have also issued our draft for the sum of $3,795.00 to Dolan Construction Company for rock used on the Tenth Street Job. The writer is leaving today for Tillamook to go over the balance of the bills with Mrs.Cressler.

As Mr.Senn advised Mr.Devers, the application which the contractors signed at the time he applied for the bond contains an assignment to the Continental Casualty Company and we wish to file with your department a photostat of the said application. Photostats of the application signed by G.E.Cressler and Pauline Cressler under date of August 26, 1948 is enclosed herewith for your information.

We will advise you at an early date the bills and amount of same for which we issue our draft in payment. Thanking you for your cooperation in the handling of this matter, we are

Yours very truly,

P. H. Lyman

Mgr.,Claim Dept.

PHL/lr

40. References: Give only Engineers or Architects, or Owners, for whom you have done work:

NAME	ADDRESS	BUSINESS

The undersigned does or do hereby represent that the statements made herein as an inducement to the CONTINENTAL CASUALTY COMPANY (hereinafter called Company) to execute or procure the bond or bonds herein applied for, are true, and should the Company execute or procure said bond or bonds, does or do hereby agree, for the undersigned, the heirs, personal representatives and assigns of the undersigned, jointly and severally, as follows: First, to pay to the Company, in advance, the following premiums: the premium of ______ Dollars ($______) for the proposal bond, for its term, or any part thereof; the premium of ______ Dollars ($______) for the full maintenance or guarantee period, or any part thereof; the premium of TWO HUNDRED FIFTEEN AND 38/100 Dollars ($215.38) for the contract bond and the labor and material bond, if any (the premium for said contract bond and labor and material bond, if any, being at the rate of ______ per cent of the original contract price), for the term of ______ (Insert "one year" on Class "A" and "two years" on Class "B" contracts) year, beginning on the date of said contract bond, or for any part of said term; and an annual premium in advance for each year after said term at the rate of ______ of one per cent of said contract price, and an additional term and annual premiums at said rates, based on any increase of said contract price, as shown by the certificate of the engineer or architect in charge, and to be adjusted upon completion of said contract, such annual premiums to be paid as long as liability on said contract bond shall continue after said term and until the undersigned shall deliver to the Company, at its Home Office in Chicago, written evidence, satisfactory to the Company, of its discharge from such liability; Second, to indemnify the Company against all loss, costs, damages, expenses and attorney's fees whatever, and any and all liability therefor, sustained or incurred by the Company by reason of executing of said bond or bonds, or any of them, in making any investigation on account thereof, in prosecuting or defending any action brought in connection therewith, in obtaining a release therefrom, and in enforcing any of the agreements herein contained; Third, that the Company shall have the right, and is hereby authorized but not required: (a) In the event of any abandonment or forfeiture of the contract guaranteed by said contract bond or of any breach of said contract bond, to take possession of the work under said contract, and at the expense of the undersigned to complete, or to contract for the completion of, the same, or to consent to the reletting or completion thereof by the Obligee in said contract bond; (b) To adjust, settle or compromise any claim, demand, suit or judgment upon said bond or bonds, or any of them, unless the undersigned shall request the Company to litigate such claim or demand, or to defend such suit, or to appeal from such judgment, and shall deposit with the Company, at the time of such request, cash or collateral satisfactory to it in kind and amount, to be used in paying any judgment or judgments rendered or that may be rendered, with interest, costs and attorney's fees; (c) To fill up any blanks left herein, and to correct any errors in the description of said bond or bonds, or any of them, or in said premium or premiums, it being hereby agreed that such insertions or corrections, when so made, shall be prima facie correct; Fourth, to assign, transfer, and set over, and does or do hereby assign, transfer and set over to the Company, as collateral, to secure the obligations herein and any other indebtedness and liabilities of the undersigned to the Company, whether heretofore or hereafter incurred, such assignment to become effective as of the date of said contract bond but only in event of (1) any abandonment, forfeiture or breach of said contract or of any breach of said bond or bonds, or any of them, or of any other bond or bonds executed or procured by the Company on behalf of the undersigned; or (2) of any breach of the agreements herein contained; or (3) of a default in discharging such other indebtedness or liabilities when due; or (4) of any assignment by the undersigned for the benefit of creditors, or of the appointment or of any application for the appointment, of a receiver or trustee for the undersigned, whether insolvent or not; or (5) of any proceeding which deprives the undersigned of the use of any of the machinery, equipment, plant, tools or material referred to in the following paragraph; or (6) of the undersigned's dying, absconding, becoming a fugitive from justice, or being convicted of a felony, if the undersigned be an individual: (a) All the right, title and interest of the undersigned in and to all sub-contracts let or to be let in connection with said contract and in and to all machinery, equipment, plant, tools and materials which are now, or may hereafter be, about or upon the site of said work or elsewhere, for the purpose thereof, including as well materials purchased for or chargeable to such contract, which may be in process of construction, on storage elsewhere, or in transportation to said site; (b) All the rights of the undersigned in, and growing in any manner out of, said contract, or any extensions, modifications, changes or alterations thereof or additions thereto, or in, or growing in any manner out of, said bond or bonds, or any of them; (c) All actions, causes of actions, claims and demands whatsoever which the undersigned may have or acquire against any sub-contractor, laborer or material man, or any person furnishing or agreeing to furnish or supply labor, material, supplies, machinery, tools or other equipment in connection with or on account of said contract; (d) Any and all percentages retained on account of said contract, and any and all sums that may be due under said contract at the time of such abandonment, forfeiture or breach, or that thereafter may become due; Fifth, that liability hereunder shall extend to, and include, the full amount of any and all sums paid by the Company in settlement or compromise of any claims, demands, suits and judgments upon said bond or bonds, or any of them, on good faith, under the belief that it was liable therefor, whether liable or not, as well as of any and all disbursements on account of costs, expenses and attorney's fees, as aforesaid, which may be made under the belief that such were necessary, whether necessary or not; Sixth, that in event of payment, settlement or compromise, in good faith, of liability, loss, costs, damages, expenses, and attorney's fees, claims, demands, suits, and judgments as aforesaid, an itemized statement thereof, sworn to by any officer of the Company, or the voucher or vouchers or other evidence of such payment, settlement or compromise shall be prima facie evidence of the fact and extent of the liability of the undersigned, in any claim or suit hereunder, and in any and all matters arising between the undersigned and the Company; Seventh, to waive, and does or do hereby waive, all rights to claim any property, including homestead, as exempt from levy, execution, sale or other legal process under the law of any state or states; Eighth, that this obligation shall, in all its terms and agreements, for the benefit of and protect any person or company joining with the Company in executing said bond or bonds, or any of them, or executing, at the request of the Company, said bond or bonds, or any of them, as well as any company or companies assuming reinsurance thereupon; Ninth, that separate suits may be brought hereunder as causes of action accrue, and the bringing of suit or the recovery of judgment upon any cause of action shall not prejudice or bar the bringing of other suits upon other causes of action, whether theretofore or thereafter arising; Tenth, that nothing herein contained shall be considered or construed to waive, abridge, or diminish any right or remedy which the Company might have if this instrument were not executed; Eleventh, that the Company shall have the right to decline to execute said bond or bonds, or any of them, and if it shall execute said proposal bond shall have the right to decline to execute any or all of the other bonds herein applied for.

Signed, sealed and dated this 26th day of August 1942.

IF INDIVIDUAL, sign here:

Witness: ______ ______(Seal)

IF CO-PARTNERSHIP, sign here:

Witness: ______ [illegible] CONSTRUCTION CO. (Seal)

By: B. E[illegible] (Seal)
(Individually and as a co-partner.)

By: [illegible] (Seal)
(Individually and as a co-partner.)

______(Seal)
(Individually and as a co-partner.)

IF CORPORATION, sign here:

______
(Name of corporation.)

Attest: ______ By ______
Secretary. President.

16. References: Give only Engineers or Architects, or Owners, for whom you have done work:

NAME	ADDRESS	BUSINESS

The undersigned does or do hereby represent that the statements made herein as an inducement to the CONTINENTAL CASUALTY COMPANY (hereinafter called Company) to execute or procure the bond or bonds herein applied for, are true, and should the Company execute or procure said bond or bonds, does or do hereby agree, for the undersigned, the heirs, personal representatives and assigns of the undersigned, jointly and severally, as follows: **First**, to pay to the Company, in advance, the following premiums: the premium of ______ Dollars ($\_\_\_\_\_\_) for the proposal bond, for its term, or any part thereof; the premium of \_\_\_\_\_\_ Dollars ($______) for the full maintenance or guarantee period, or any part thereof; the premium of TWO HUNDRED NINETEEN AND 38/100 Dollars ($ 219.38) for the contract bond and the labor and material bond, if any (the premium for said contract bond and labor and material bond, if any, being at the rate of ______ per cent of the original contract price), for the term of ______ year____,
(Insert "one year" on Class "A" and "two years" on Class "B" contracts)
beginning on the date of said contract bond, or for any part of said term; and an annual premium in advance for each year after said term at the rate of ______ of one per cent of said contract price, and an additional term and annual premium at said rates, based on any increase of said contract price, as shown by the certificate of the engineer or architect in charge, and to be adjusted upon completion of said contract, such annual premiums to be paid as long as liability on said contract bond shall continue after said term and until the undersigned shall deliver to the Company, at its Home Office in Chicago, written evidence, satisfactory to the Company, of its discharge from such liability; **Second**, to indemnify the Company against all loss, costs, damages, expenses and attorney's fees whatever, and any and all liability therefor, sustained or incurred by the Company by reason of executing of said bond or bonds, or any of them, in making any investigation on account thereof, in prosecuting or defending any action brought in connection therewith, in obtaining a release therefrom, and in enforcing any of the agreements herein contained; **Third**, that the Company shall have the right, and is hereby authorized but not required: (a) In the event of any abandonment or forfeiture of the contract guaranteed by said contract bond or of any breach of said contract bond, to take possession of the work under said contract, and at the expense of the undersigned to complete, or to contract for the completion of, the same, or to consent to the reletting or completion thereof by the Obligee in said contract bond; (b) To adjust, settle or compromise any claim, demand, suit of judgment upon said bond or bonds, or any of them, unless the undersigned shall request the Company to litigate such claim or demand, or to defend such suit, or to appeal from such judgment, and shall deposit with the Company, at the time of such request, cash or collateral satisfactory to it in kind and amount, to be used in paying any judgment or judgments rendered or that may be rendered, with interest, costs and attorney's fees; (c) To fill up any blanks left herein, and to correct any errors in the description of said bond or bonds, or any of them, or in said premium or premiums, it being hereby agreed that such insertions or corrections, when so made, shall be *prima facie* correct; **Fourth**, to assign, transfer, and set over, and does or do hereby assign, transfer and set over to the Company, as collateral, to secure the obligations herein and any other indebtedness and liabilities of the undersigned to the Company, whether heretofore or hereafter incurred, such assignment to become effective as of the date of said contract bond but only in event of (1) any abandonment, forfeiture or breach of said contract or of any breach of said bond or bonds, or any of them, or of any other bond or bonds executed or procured by the Company on behalf of the undersigned; or (2) of any breach of the agreements herein contained; or (3) of a default in discharging such other indebtedness or liabilities when due; or (4) of any assignment by the undersigned for the benefit of creditors, or of the appointment or of any application for the appointment, of a receiver or trustee for the undersigned, whether insolvent or not; or (5) of any proceeding which deprives the undersigned of the use of any of the machinery, equipment, plant, tools or material referred to in the following paragraph; or (6) of the undersigned's dying, absconding, becoming a fugitive from justice, or being convicted of a felony, if the undersigned be an individual: (a) All the right, title and interest of the undersigned in and to all sub-contracts let or to be let in connection with said contract and in and to all machinery, equipment, plant, tools and materials which are now, or may hereafter be, about or upon the site of said work or elsewhere, for the purpose thereof, including as well materials purchased for or chargeable to such contract, which may be in process of construction, on storage elsewhere, or in transportation to said site; (b) All the rights of the undersigned in, and growing in any manner out of, said contract, or any extensions, modifications, changes or alterations thereof or additions thereto, or in, or growing in any manner out of, said bond or bonds, or any of them; (c) All actions, causes of actions, claims and demands whatsoever which the undersigned may have or acquire against any sub-contractor, laborer or material man, or any person furnishing or agreeing to furnish or supply labor, material, supplies, machinery, tools or other equipment in connection with or on account of said contract; (d) Any and all percentages retained on account of said contract, and any and all sums that may be due under said contract at the time of such abandonment, forfeiture or breach, or that thereafter may become due; **Fifth**, that liability hereunder shall extend to, and include, the full amount of any and all sums paid by the Company in settlement or compromise of any claims, demands, suits and judgments upon said bond or bonds, or any of them, on good faith, under the belief that it was liable therefor, whether liable or not, as well as of any and all disbursements on account of costs, expenses and attorney's fees, as aforesaid, which may be made under the belief that such were necessary, whether necessary or not; **Sixth**, that in event of payment, settlement or compromise, in good faith, of liability, loss, costs, damages, expenses, and attorney's fees, claims, demands, suits, and judgments as aforesaid, an itemized statement thereof, sworn to by any officer of the Company, or the voucher or vouchers or other evidence of such payment, settlement or compromise shall be *prima facie* evidence of the fact and extent of the liability of the undersigned, in any claim or suit hereunder, and in any and all matters arising between the undersigned and the Company; **Seventh**, to waive, and does or do hereby waive, all rights to claim any property, including homestead, as exempt from levy, execution, sale or other legal process under the law of any state or states; **Eighth**, that this obligation shall, in all its terms and agreements, for the benefit of and protect any person or company joining with the Company in executing said bond or bonds, or any of them, or executing, at the request of the Company, said bond or bonds, or any of them, as well as any company or companies assuming reinsurance thereupon; **Ninth**, that separate suits may be brought hereunder as causes of action accrue, and the bringing of suit or the recovery of judgment upon any cause of action shall not prejudice or bar the bringing of other suits upon other causes of action, whether theretofore or thereafter arising; **Tenth**, that nothing herein contained shall be considered or construed to waive, abridge, or diminish any right or remedy while the Company might have if this instrument were not executed; **Eleventh**, that the Company shall have the right to decline to execute said bond or bonds, or any of them, and if it shall execute said proposal bond shall have the right to decline to execute any or all of the other bonds herein applied for.

Signed, sealed and dated this 26th day of August, 1948

IF INDIVIDUAL, sign here:

Witness: ______ ______ (Seal)

IF CO-PARTNERSHIP, sign here:

Witness: ______

CRESSLER CONSTRUCTION CO. (Seal)

By: D. E. Cressler (Seal)
(Individually and as a co-partner.)

By: ______ (Seal)
(Individually and as a co-partner.)

______ (Seal)
(Individually and as a co-partner.)

IF CORPORATION, sign here:

______
(Name of corporation.)

Attest: ______ By ______
Secretary. President.

EXPERIENCE

30. How many years have you been in business under your present name?______

31. What projects have you completed in your own name?

			OWNER

32. Have you ever failed to complete any work awarded to you?______ If so, where and why?______

33. Has any officer or partner of your organization ever failed to complete a construction contract handled in his own name?______ If so, state name of individual, name of owner, and reason therefor______

34. Has any officer or partner of your organization ever been an officer or partner of some other organization that failed to complete a construction contract?______ If so, state name of individual, other organization, name of owner and reason therefor______

35. What is the construction experience of the principal individuals of your organization?

INDIVIDUAL'S NAME	PRESENT POSITION OR OFFICE	YEARS OF CONSTRUCTION EXPERIENCE	MAGNITUDE AND TYPE OF WORK	IN WHAT CAPACITY

GENERAL

36. Is your present plant sufficient for this contract?______ Estimated cost to put it in good shape for this work, $______ State what new plant will be purchased, advising cost and how you will pay for same (Use separate sheet if necessary)______

37. With what bank have you arranged a loan for the purpose of handling this contract?______

38. What is the amount of such loan? $______

39. What security, if any, has the bank required for the loan?______

40. When and how must you repay the loan?______

41. Have you assigned or will you assign to other than your surety your payments on this or any other contract or any part thereof?______

42. Are you having **Any** controversy with **Anyone** over **Any** contract or payment of labor or material bills on **Any** contract?______

43. Are there **Any** mechanics' liens filed on **Any** of your work anywhere?______

44. Are there any judgments, suits or claims pending against you?______

45. [illegible] than one line of business?______ If so, give particulars______

TERMS OF CONTRACT

12. Date work is to be commenced________________Date work is to be completed________________
13. Penalty for non-completion on time________________Premium for advance completion?________________
14. Is there a strike clause in the contract?________________An arbitration provision?________________
15. Payments, when to be made on contract?________________
16. Are payments to be made wholly in cash?________________If not, in what?________________

If payments are in scrip, bonds, warrants or other securities, advise fully what arrangements made for disposing of same________________

17. Percentage reserved from payments until completion________________
18. How long must work be kept in **Repair** after completion?________________

Is this **Repair or Maintenance** guarantee limited to defects in workmanship or materials?________________

If not, describe guarantee fully________________

19. Will construction bond remain in force for the maintenance repair or guarantee period?________________

If not, will separate bond be required?________________and in what amount? $________________

20. What portion of work is guaranteed after completion and value of same?________________

Percentage of payments retained until expiration of maintenance period?________________

21. State approximate amount of this contract which will be **Sublet** $________________, and describe below the principal **Sub-Contracts:**

AMOUNT	CHARACTER OF WORK	NAME OF SUB-CONTRACTOR	ADDRESS

22. Will you require sub-contractors to give bonds?________________Corporate or Private?________________
23. Have you purchased or made binding contracts for the materials needed for this contract, and within your estimates?________________
24. How are deliveries assured to you?________________
25. Give information below about all your **Contract Work Under Way,** or for which you are committed.

	Contract Price	Kind of Construction	Location of Work	Payments Thus Far Received	Earned Retained Percentage	Expected Completion Date	Name and Address Engineer or Architect
a							
b							
c							
d							
e							

Note—If the required information is not given in response to the questions herein listed, it will be necessary to return this blank for completion.

26. Names of surety companies which issued bonds on above (a)________________

(b)________________(c)________________

(d)________________(e)________________

27. Have you applied to any other company for this Bond?________State name of company and reasons why declined________________
28. Give names of surety companies with which you have previously dealt________________
29. State amount and character of Insurance you will carry on this contract and name of company issuing each policy. Fire $________(Amount); ________(Company); Compensation, $________(Amount); ________(Company);

Employers' Liability, $________(Amount); ________(Company); Public Liability, $________(Amount); ________(Company);

Contingent Liability, $________(Amount); ________(Company)

EXPERIENCE

30. How many years have you engaged in business under your present name?________________
31. What projects have you completed in your own name?

CONTRACT AMOUNT	CLASS OF WORK	WHEN COMPLETED	NAME AND ADDRESS OF OWNER

Attest: ______________ Secretary By ______________ President (Name of corporation.)

Form U. D. 100
Revised 2-25-31

Application for Contract or Bid Bond

Made To

Continental Casualty Company

General Office: Chicago

912757
General Office Bond No.

G C - 196
Agent's Bond No.

Durham & Bates
Agent's Name

Portland, Oregon
Agent's Address

$ 29,250.00
Amount of Bond

$ 219.38
Amount of Premium

8/19 1948 to 8/19 19 50
Period of Bond

NOTE—Copy of Contract, Specifications, Plans, Bond Form required (in case Bid Bond, Advertisement and Instructions to bidders), and Applicant's Financial Statement must accompany this Application and all questions be fully answered.

1. Full name of Applicant Gressler Construction Co. Age ______
(If corporation, give exact corporate title)
2. Business address (Street, City and State) Box 246, Tillamook, Oregon
3. If Applicant is a firm, name all partners of firm; if a corporation, name principal officers and directors.

NAME	AGE	ADDRESS

4. If Applicant is a corporation, state when incorporated ______ In what state incorporated ______
5. Kinds and amounts of bonds required; Proposal Bond, $______, Contract Bond, $ 29,250.00 Labor and Material Bond, $______, Maintenance Bond, $______
6. To whom is bond to be given? Oregon State Highway Commission
(Give full name and address. If to a corporation, give exact title.)
Address State of Oregon, Salem, Oregon
7. If bond applied for is Proposal Bond, will it operate as a final bond? ______ Stated date bids to be opened ______, 19___. Approximate amount of bid, $______
What bids for other contracts have you outstanding? ______
8. The Amount of Contract is: $ 29,250.00 Date awarded Aug. 19, 1948
(If contract price is per unit of measure, give also probable total of contract)
9. Nature of Contract (Give concise description of proposed work and locality) Tillamook grading and paving project on 10th Street in City of Tillamook, Oregon. Contract no. 3051
10. Name and address of Architect or Engineer in charge ______
What is his estimate of cost of work? $______ Your estimate? $______
11. Other Bidders on above contract including highest and lowest:

	NAME	ADDRESS	BID
1			
2	Gressler Const. Co. made the only bid on the job and was awarded the contract		
3			
4			
5			

If more than five bids, tabulate them on separate paper and attach to above.

Agents must verify bids through consultation with Architect or Engineer and transmit with this application an Official Tabulation of Bids.

Note—If the required information is not given in response to the questions herein listed, it will be necessary to return this blank for completion.

August 24, 1949

George P. Winslow
Attorney at Law
Tillamook, Oregon

Dear Mr. Winslow:

Reference is made to your letter of August 17, 1949, re assignment of the Cressler Construction Company to The Commercial Bank of Tillamook, on State Highway Contract No. 3053.

I have discussed this matter quite thoroughly with the Highway Commission's Chief Counsel, Mr. J. M. Devers, on whose advice I wrote you as I did on August 16. Since then, Mr. Devers has received a letter from Mr. F. S. Senn of the law firm of Senn, Recken and Recken, who are attorneys for the Continental Casualty Company, in connection with the above mentioned job. Mr. Senn not only objects to any favorable action by the State Highway Commission on the assignment to the bank, but states very positively that the Continental Casualty Company has a prior assignment from the Cressler Construction Company for the benefit of the surety in liquidating obligations against the contract. It is the contention of Mr. Senn that the Continental Casualty Company, as the surety, has a preference right to any funds due or to become due Cressler Construction Company for any work performed under this contract. I am giving you this information at the suggestion of Mr. Devers, who is of the belief that you and The Commercial Bank of Tillamook should have the information.

In addition to the assignment mentioned by Mr. Senn, the State Highway Commission has received from the Cressler Construction Company a supplemental assignment in favor of the Continental Casualty Company by which the Cressler Construction Company assigns to the Continental Casualty Company all moneys now due or hereafter to become due it in connection with this job. I have acknowledged receipt of this assignment by letter, copy of which I attach for your further information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts
Enc.

August 24, 1949

George P. Winslow
Attorney at Law
Tillamook, Oregon

Dear Mr. Winslow:

Reference is made to your letter of August 17, 1949, re assignment of the Cressler Construction Company to The Commercial Bank of Tillamook, on State Highway Contract No. 3051.

I have discussed this matter quite thoroughly with the Highway Commission's Chief Counsel, Mr. J. M. Devers, on whose advice I wrote you as I did on August 16. Since then, Mr. Devers has received a letter from Mr. F. S. Senn of the law firm of Senn, Recken and Recken, who are attorneys for the Continental Casualty Company, in connection with the above mentioned job. Mr. Senn not only objects to any favorable action by the State Highway Commission on the assignment to the bank, but states very positively that the Continental Casualty Company has a prior assignment from the Cressler Construction Company for the benefit of the surety in liquidating obligations against the contract. It is the contention of Mr. Senn that the Continental Casualty Company, as the surety, has a preference right to any funds due or to become due Cressler Construction Company for any work performed under this contract. I am giving you this information at the suggestion of Mr. Devers, who is of the belief that you and The Commercial Bank of Tillamook should have the information.

In addition to the assignment mentioned by Mr. Senn, the State Highway Commission has received from the Cressler Construction Company a supplemental assignment in favor of the Continental Casualty Company by which the Cressler Construction Company assigns to the Continental Casualty Company all moneys now due or hereafter to become due it in connection with this job. I have acknowledged receipt of this assignment by letter, copy of which I attach for your further information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:te

Enc.

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Aug. 18, 1949

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

I have received today from Mr. Senn of the law firm of Senn, Recken & Recken, a letter in answer to my letter which I wrote the Continental Casualty Company concerning purported assignments made by Cressler Construction Company in favor of a Tillamook bank, and in Mr. Senn's letter, he not only objects to any favorable action on the bank assignments, but states very positively that the Surety Company has a prior assignment. I therefore suggest that a letter be sent to Mr. Winslow advising him of the situation. I think perhaps the form of letter which I sent you can, with some notations, be used in this instance.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:FRC

GEO. P. WINSLOW
ATTORNEY AND COUNSELOR AT LAW
TILLAMOOK BUILDING
TILLAMOOK, OREGON

August 17, 1949

State Highway Commission
Salem, Oregon

NOTED
H. B. GLAISYER

Attention: Mr. Glaisyer

Gentlemen:

I have your letter of August 16th in re: Assignments of the Cressler Construction Company to the Commercial Bank of Tillamook upon State Highway Contract 3053.

I have noted your statements. As a matter of fact the letter of the Cressler Construction Company directing you to mail warrants in care of the Commercial Bank was obtained and delivered to you upon your own suggestion.

I am indeed hopeful that this matter will work out satisfactorily, but I cannot agree that the State Highway Commission should or has any right to permit the surety on the Construction Company bond to interfere with the mailing of these warrants in care of the Bank as requested by the Cressler Construction Company.

Let me also add that I agree that the assignments which you have must yield to the provisions under Section 100-1090, O.C.L.A., and they were never intended otherwise.

In closing I want to say that I have tried to follow your own suggestions about the way this matter should be handled. I believe the assignments are proper and legal and are effective, except as to claims for labor and materials going into the performance of the contract.

As stated, I am hopeful this matter will work out satisfactorily, but the Bank does not waive any of its rights under the assignments and the authorization of the Cressler Construction Company directing you to mail warrants in care of the Bank.

Very truly yours,

Geo. P. Winslow

[illegible]

RECEIVED
AUG 18 [illegible]
[illegible] COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

C
o
p
y

Law Offices of
Senn, Recken & Recken
Public Service Building
Portland 4, Oregon

August 17, 1949

Oregon State Highway Commission
Salem, Oregon

Attention: Attorney J. M. Devers

Gentlemen:

The writer of this letter is the attorney for the Continental Casualty Company in this state. In replying to your letter of the 11th inst. addressed to the Continental Casualty Company, we beg to say that as you are aware the Continental Casualty Company is surety on the bond of the Cressler Construction Company's contract #3053, covering construction on 10th Street in Tillamook, Oregon. There are considerable outstanding obligations for labor and materials of which we have already been advised, and demand has been made on the Continental Casualty Company for payment. One bill in the amount of $3820.00 from the Dolan Construction Company has been presented, and the surety expects to pay this bill within the next few days. We also understand that there are other bills, and thus, in view of this situation, the Continental Casualty Company will insist that any money due Cressler Construction Company be withheld by you and paid to the Continental Casualty Company for reimbursement of obligations on this piece of work.

When Cressler and his wife, doing business as Cressler Construction Company, secured their bond for this particular piece of work, they signed an application, and in said application it is specifically provided that all payments due or to become due on this work, are assigned to the surety, the Continental Casualty Company, for its benefit in liquidating obligations against this contract, and we have been able to sustain these assignments in the application in the courts here in Multnomah County. We are thus advising you on behalf of the Continental Casualty Company, that the Continental Casualty Company, the surety, has a preference right to any funds due or to become due for any work done on this contract by Cressler Construction Company.

We hope to keep in touch with you, and if any claims are filed with the Commission, we shall be glad to have you notify us.

Yours very truly,

(Sgd.) F. S. Senn

FSS/t

August 17, 1949

Parker H. Lyman, Manager
Claims Department
Continental Casualty Co.
409 Wilcox Building
Portland 4, Oregon

Dear Mr. Lyman:

I have just received your letter of August 16, concerning the Cressler Construction Company and its contract with the State Highway Commission for the construction of the Tenth Street Project in Tillamook.

In the second paragraph of your letter you mention a proposed assignment by the Cressler Construction Company to the Continental Casualty Company, and request, pending execution of the assignment, that no further payments be made to the Cressler Construction Company under this contract. The assignment forms were sent you yesterday, pursuant to your telephonic request, and I have today instructed the Chief Accountant to hold up further payments to the company until the matter of this assignment has been definitely decided.

In the third paragraph of your letter you request a list of claims that may have been filed with the Highway Commission against this job. The record discloses two claims, one being that of the Economy Fuel Company, 910 Second Avenue East, Tillamook, in the amount of $68.06. This claim was filed August 12, 1949, and the other is a claim of The Commercial Bank of Tillamook. The latter claim was submitted by two filings, one in the amount of $3,400. and the other in the amount of $1,078. This filing is in the nature of an assignment by Cressler Construction Company to the Commercial Bank of Tillamook.

The amount of this contract as awarded was $29,250. According to the final quantity summary sheet furnished by the field engineer, the actual cost of the work will be approximately $24,894.90. The job was completed on August 12, 1949, but the field notes have not as yet been checked, so the amount stated as the actual cost may be slightly more or less than the amount stated above. Of this amount, $7,608.69 has been paid to the contractor, leaving a balance earned and due of approximately $17,286.21, which amount includes payment of $152.90 for extra work performed.

Parker W. Lyman
August 17, 1949
Page 2.

The records disclose that the total amount actually paid to date, $7,608.69, was for work, as follows:

Estimate Number	Estimate Date	Amount Paid	Date Warrant Mailed
1.	Sep. 10, 1948	$ 2,818.98	Oct. 6, 1948
2.	Oct. 10, 1948	1,804.50	Nov. 10, 1948
3.	Dec. 10, 1948	871.11	Dec. 30, 1948
4.	June 10, 1949	735.30	June 29, 1949
5.	July 10, 1949	1,378.80	July 27, 1949
Total		$ 7,608.69	

Respectfully yours,

Secretary
Oregon State Highway Commission

HRG:te

cc - F. A. Query

August 17, 1949

Mr. M. M. Hanke

Attached is a copy of a letter I have just received from Mr. Parker H. Lyman, Manager, Claims Department of the Continental Casualty Company, in which, you will note, is a request that no further payments be made to the Cressler Construction Company in connection with its Contract No. 3053 for the construction of the Tenth Street Project in the City of Tillamook, pending execution of an assignment from the Cressler Construction Company to the Continental Casualty Company.

Will you please put a "stop" on these payments, pursuant to Mr. Lyman's request. I would suggest, in view of the fact that future payments are to be assigned to the surety, that the voucher now in the process of payment be held in your office when it has been signed by the contractor, until we know definitely concerning the assignment. I will keep you advised of developments.

Secretary

WBG:tm
Enc.

cc - F. A. Query
Carl Smith

August 17, 1949

Dolan Construction Company
P. O. Box 113
Tillamook, Oregon

Attention: Tom Dolan, Jr.

Dear Mr. Dolan:

Pursuant to our telephone conversation a few minutes ago, I enclose excerpts from the Oregon Laws pertaining to the filing of claims against public works. You will note therein that claims against state work must be filed with the Secretary of State prior to the expiration of a period of six months from completion of the project, and formal acceptance of the job by the contracting officer. In your case it would be the State Highway Commission. I will appreciate it if you will send me a copy of the claim that you file with the Secretary of State.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts
Enc.

ROLLIN M. CLARK
FIRST VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE, CHICAGO, ILLINOIS

OREGON CLAIM DEPARTMENT
P. H. LYMAN, MANAGER
409 WILCOX BLDG.

PORTLAND 4, OREGON

August 16, 1949

Copies to M.H. Hawke
[illegible]

NOTE TO Hawke
DATE 8/17

Mr. H.B.Glaisyer,Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: Cressler Construction Company -to-
Oregon State Highway Commission
Tillamook, Oregon,Tenth Street Job

As your records will disclose our company wrote the contract bond on behalf of Cressler Construction Company on the Tillamook, Oregon project as above captioned.

We intend to take an Assignment of all funds now due or to become due Cressler Construction Company from the Oregon State Highway Commission on this contract and we would very much appreciate your forwarding us a set of the assignment forms for signature by our principal. Pending execution of the forms as surety we request that no payments be made to Cressler Construction Company under this contract.

Sent 8/16/49 per phone request

We would appreciate your informing us of any bills on this job that have come to your attention giving us the dates and amounts of same. We would also appreciate being advised of the estimates paid to date and the balance due under the contract including any extras.

Thanking you for your courtesy in this matter, we are

Yours very truly,

P.H. Lyman

Mgr.,Claim Dept.

PHL/lr

RECEIVED
AUG 17 1949
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H.B. GLAISYER

August 16, 1949

George Winslow, Attorney at Law,
Tillamook,
Oregon.

Dear Mr. Winslow:

This letter will serve as acknowledgment of the receipt of the letter that you left with me on August 8 when you called at my office, which letter was an assignment from Cressler Construction Company to the Commercial Bank of Tillamook, Tillamook, Oregon, of moneys due the Cressler Construction Company in connection with its contract with the State Highway Commission for the grading and paving of the Tenth Street Section in the City of Tillamook, State Highway Contract No. 3053. This will also serve as acknowledgment of your subsequent letter containing an additional assignment from Cressler Construction Company to the Commercial Bank of Tillamook of funds due the Construction Company under this contract and a letter from Cressler Construction Company directing that future warrants in payment for work performed in connection with this job be mailed to the Company in care of the Commercial Bank at Tillamook.

Mr. Devers has the copy & assignment

I have consulted with the Highway Commission's Chief Counsel, Mr. J. M. Devers, with respect to the assignments and with respect to the request of the Construction Company that warrants be mailed to them in care of the bank, and he advises against sending the warrants in care of the Bank without the consent of the surety on the Company's bond. As to the assignments, they will be filed but of course will have no effect as against funds earned under the contract and due labor and materialmen or due for other claims incurred in connection with performance of the job. These assignments and any other funds earned under this contract, according to the Highway Commission's Chief Counsel, must yield to the provisions of Section 100-1090, O.C.L.A.

At such time as the Cressler Construction Company has completed the work under its contract and the final estimate has been prepared, the Commercial Bank of Tillamook will be advised of that fact, and the contractor's surety will be given like information. The parties interested may then discuss the disposition of the moneys which have been earned but which have not as yet been paid over to the contractor.

Respectfully yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

RBG:fm

August 16, 1949

Mr. Parker H. Lyman
Special Agent
Continental Casualty Co.
409 Wilcox Building
Portland 4, Oregon

Dear Mr. Lyman:

Responding to your telephonic request of a few minutes ago, I enclose five copies of an assignment to be executed by Cressler Construction Company, assigning all monies now due or hereafter to become due the Company in connection with State Highway Contract No. 3053, to the Continental Casualty Company. You will note that the assignment is simply made out in favor of the Continental Casualty Company. It may be that you would prefer to include your name as assignee. In that case, you can type your name in on each copy, or should you prefer to prepare new forms, I enclose several blanks for your use.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HDG:ts
Enc.

COMMISSIONERS
H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Aug. 15, 1949

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

You will recall the assignments that were filed by Mr. Winslow in connection with the Cressler Construction Company. I passed that information on to the Surety Company, and today received a reply from which I quote: "We have your letter of August 11th which has been forwarded to Mr. Parker Lyman, Claim Manager for the Continental Casualty Company in Portland. We are asking him to answer your letter."

When the answer comes, I'll pass it on to you.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:FRC

COMMISSIONERS
H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Aug. 12, 1949

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

Attached, is a form of letter which I suggest you sign and send to Mr. Winslow relative to the assignment which he left with you several days ago.

Yours very truly,

J. M. DEVERS

JMD:FRC

NOTE TO Winslow
DATE 8/16

COMMISSIONERS
BANFIELD, CHAIRMAN
PORTLAND
N. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Aug. 12, 1949

NOTED
H. B. GLAISYER

Mr. George Winslow, Attorney

Tillamook, Oregon

Dear Mr. Winslow:

You left with me for the Commission an assignment made by the Cressler Construction Company in favor of the Commercial Bank of Tillamook. This assignment is intended to cover funds earned by the said Construction Company under its contract with the State, which contract is identified as Contract No. 3053.

The assignment will be filed, but, of course, will have no effect as against funds earned under said contract and due labor and materialmen or due for other claims incurred in connection with the performance of the job. Such assignment and any other assignment of funds earned under said contract must yield to the provisions of Section 100-1090, O.C.L.A. When the job is completed and the final estimate has been made, the Bank will be advised of that fact as well as the Contractor's surety, and then the parties interested may discuss a disposition of money earned but not paid.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

FRC

FORM E-20 10M 6-48 23439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 8, 1949

REFERRED TO Query BY SECRETARY

note on card - which & return herewith.
AMS

SUBJECT:

To: Memorandum for the Files -

Mr. George Winslow, Attorney at Law, Tillamook, called at my office today with reference to the claim of the Commercial Bank of Tillamook against Cressler Construction Company. He handed me the attached letter, signed by Cressler Construction Company by Pauline Cressler, partner, dated August 5, 1949, whereby the Cressler Construction Company assigns to the Commercial Bank of Tillamook the sum of $3,400, out of monies that are now and may hereafter become due the Cressler Construction Company from the State of Oregon in connection with its contract No. 3053, for grading and paving of the Tillamook (10th Street) Section of the City of Tillamook.

I explained to Mr. Winslow that we could not honor this assignment unless it was on our standard form and accompanied by the consent of the surety on the bond furnished by the Company in connection with this job. He stated that the bonding company would not consent to the assignment, and that all that the bank was interested in was monies that the Company might secure from the State as a profit on the job - that the bank is not interested in any money except that which might prove over and above labor and materials claims. I explained to Mr. Winslow that we have no way of determining the profits on the job, and if there are claims against it, because claims are not always filed with the Highway Department; moreover, creditors have six months after the job is accepted by the Highway Commission in which to file their claims with the Secretary of State, so, under the circumstances, we could not release final payment to the contractor until such six month period had expired.

I consulted with Mr. Enfield and Mr. Devers, and advised them of the procedure and long-standing practise with respect to payment of Semi-final and final estimates, wherein we give the surety on the bond ten days' notice that these payments are to be released. It was Mr. Devers' advice that if the bonding company is given such notification and offers no objections to the release of the semi-final or final payments as they arise, then it will be satisfactory to approve the assignment without specific consent of the surety. Mr. Devers volunteered to assist in the preparation of a letter to the surety company when these payments are ready to be made. This memorandum is for the purpose of guiding the Accounting Department in the preparation and handling of the vouchers in connection with this job, and for the guidance of the employees in the Secretary's office. No future warrants should be released in connection with this job until specifically approved by this office. In the meantime, Mr. Devers is preparing a letter acknowledging receipt of the attached assignment.

Secretary

HBG:ts
Enc.

cc – M. H. Hawke (2)
F. A. Query
J. M. Devers

Contract 3053

Crosbie Constru Co.

Claims

Economy fuel Co., (910 2nd Ave East, Tillamook) filed Aug. 12, 1949 for $68.06. Surety notified 8-12

Commercial Bank of Tillamook – re $3400 assignment to them as per Mr Deders instrucs of 8-8-49 (see attached card)

Job Completed Aug 12, 1949

est.	no.	1	dated	9-10-48	2818.98	vou 13989	10-6-48
est.	no.	2	dated	10-10-48	$1804.50	vou 15890	11-10-48
est.	no.	3	dated	12-10-48	871.11	vou 19275	12-30-48
"	"	4	"	6-10-49	735.30	" 10161	6-29-49
"	"	5	"	7-10-49	1378.80	" 11636	7-27-49
"	"	6	(not made up)	8-10-49			

(Engrs. quantity summary sheet for work from 7-10 to 8-10-49 shows $15,589.70 for the period, and total work to Aug 10 as $24,043.80 and est. am't of 698.20 to complete project.

Extra work done 7-10 to 8-10, $152.90 in addition to totals shown above.)

Work to be done: approx. $700

Total paid to date $7608.69

" work done to 8-10) 24,196.70 includes $152.90

Bal due, est. 16,588.01

Mr Devers -

I just now had phone call from Bonding Co relative Cressler Const. Work in Tillamook. The contractor has finished all work but has payroll of $1500 and some material bills he cant meet.

Bonding Co. is paying such labor and Material Bills but will have assignment of funds due executed by Contractor. Is this OK.?

'Mr Devers Says O.K.'

RECEIVED

FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

329-1702

353

September 9, 1949

Cressler Construction Company
P. O. Box 246
Tillamook, Oregon

NOTED
State Highway Engineer

Gentlemen:

I am advised that your contract No. 3053 calling for certain highway construction work in Tillamook County has been completed and is ready for final payment and acceptance by the State.

Several assignments have been made by you with respect to monies earned under the contract but as yet unpaid. One of those assignments has been made to the Commercial Bank of Tillamook. One has been made in favor of your surety, and I am told, but have not verified it, that an earlier assignment was incorporated in your application for bond.

I am not in a position and would not assume the authority to pass upon the priority of these assignments and I have, therefore, advised H. B. Glaisyer, Secretary of the Highway Commission, to withhold further payment under the contract until a conference can be arranged for and held, which conference should be attended by a representative of the bank, a representative of your surety company, a representative or representatives of the State Highway Department, and yourselves or your representative.

In the meantime I wish you would send me a complete and correct statement of all unpaid claims for labor and materials and all other claims incurred in performance of the job. As soon as I receive that statement I will contact the several interested parties; namely the bank through its representative, George P. Winslow, the surety company and the construction company, and try to arrange for a conference. I believe that as a result of such conference all matters in difference can be solved and this matter put in line for final payment.

Please let me have an early reply to this letter.

Very truly yours,

J. M. DEVERS

JMD:EH
cc - George P. Winslow
H. B. Glaisyer
R. H. Baldock ✓
Continental Casualty Company

RECEIVED
SEP 8 1949
FOR FILING

[illegible]

2053

September 6, 1949

Oregon State Highway Commission

Request for extension of time
No. 3
September 19 and 20 meeting

Gentlemen:

Herewith is a request from Gremmler Construction Company for an extension of time on Contract No. 3053, Tillamook City Street Section in Tillamook, from July 31, 1949 to August 20, 1949.

The contractor was unable to secure concrete for curbs and catch basin construction because of breakdown of readymix trucks which were to make delivery on this project. He has requested an extension to August 20 but completed the project on August 12.

I recommend the extension to this date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
VU SEP 6 1949
FOR FILING

329-1102

3063

September 2, 1949

Mr. J. M. Devers
Chief Counsel

Pursuant to our conversation of this date, I hand you herewith a letter that I have just received from Mr. George P. Winslow, Attorney, Tillamook, which letter is dated August 31, 1949. It concerns the Cressler Construction Company. You said that you would prepare some sort of an answer to this letter.

Secretary

HBO:ts
Enc.

(NOTE. The original of this letter ha[illegible]een transmitted to Mr. Devers for reply.)

GEO. P. WINSLOW
Attorney and Counselor at Law
Tillamook Building
Tillamook, Oregon

COPY

August 31, 1949

State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

I have just returned to my office after a short absence and I find your letter of August 24th in re: Assignments of the Cressler Construction Company to the Commercial Bank under State Highway Contract No. 3053.

The situation is as follows:

1. When the formal assignments of the Commercial Bank were delivered to you you gave out the information that there was no other assignment on file or known to you.

2. There never has been any contention by the Commercial Bank that its assignment came ahead of any assignment covering labor and materials going into the performance of the contract.

3. The contentions of the Continental Casualty Company and the procedure outlined in your letter to the Casualty Company under date of August 24th are clearly arbitrary and without any legal basis.

4. The assignments to the Commercial Bank were made in good faith and for a valuable consideration. If you fail to give these assignments of the Commercial Bank the priority which they are legally entitled to receive the Bank will look to you for reimbursement for any damages sustained thereby.

5. You have the assignments to the Commercial Bank. They are valid assignments and should be honored prior to any other assignment, except for assignments on account of labor and materials going into the performance of the contract.

I think upon further consideration on your part you will find that the foregoing propositions are substantially correct. I am very clearly of theopinion that you have no right to ignore the assignments of the Commercial Bank and, of course, if you see fit to do so we must look to you. As I see it, there is no reason at all for you to pay the money to the Casualty Company, as you propose in your letter to it under date of August 24th. Under the facts of this case the Casualty Company may have a right to receive any money expended by it in payment of bills for labor and materials, but no one cent more.

I trust I have made myself plain. I am sorry to disagree with your Chief Counsel, Mr. Devers, but I am clearly of the opinion that you have no legal right to ignore the Bank assignments.

Very truly yours,

/s/ Geo. P. Winslow

Geo. P. Winslow

W:R
cc Commercial Bank

P. S. The Cressler Construction Company has just informed the Bank that the assignment to the Casualty Company was made subject to the rights of the assignments to the Commercial Bank. I think you should proceed cautiously with this matter.

G. P. W.

RECEIVED
AUG 30 1949
FOR FILING

Files

329-1702
2053

ROLLIN M. CLARK
FIRST VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE, CHICAGO, ILLINOIS

August 26, 1949

Oregon State Highway Commission,
Salem, Oregon

Attention Mr. H. B. Glaisyer
Secretary

Gentlemen:

Re: S. D. 28706, Cressler Construction Co.
-to- Oregon State Highway Commission
Claim of Economy Fuel Company

We acknowledge receipt of your letter dated August 23, which we are bringing to the attention of our Portland Claims Representative, who will give this matter his prompt attention.

Yours very truly,

T W Magnuson
T. W. Magnuson, Asst. Supt.
Surety Claim Dept.

TWM:EJ

RECEIVED
STATE H[illegible]SION

NOTED ON CARD

RECEIVED
AUG 31 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

329-1702

3053

August 29, 1949

NOTED
H. B. GLAISYER

Honorable Earl T. Newbry
Secretary of State
Capitol Building

ATTENTION: Russell Davenport

Gentlemen:

I enclose for your files and for your information a signed copy of a blanket assignment of all money due or to become due in connection with the Cressler Construction Co., contract no. 3053.

The assignment is in favor of the Continental Casualty Company, surety on the contract.

At the present time, voucher 14152 in the amount of $15,838.01 is in process of payment and will be the first amount honored under the assignment.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

by Carl F. Smith
Carl F. Smith
Accounting Division

cfs/re
encl.

cc H. B. Glaisyer ✓

D. B. Taylor

RECEIVED
AUG 25 1949
FOR FILING

329-1702

3053

August 24, 1949

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Cressler Construction Company, assigned to yourselves in care of Mr. P. H. Lyman, Manager, Oregon Claim Department in Portland, a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3053 covering the Tillamook (10th Street) City Street Section in Tillamook County. This payment, which is in the amount of $15,836.01, reduces the retained percentage to $750.00 lump sum. The present payment is to be made immediately.

There is a claim filed against this project by the Economy Fuel Company of Tillamook, Oregon, in the amount of $68.06, of which you have been previously notified.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Continental Casualty Co.
Mr. Warner M. Bruce, Manager
1411 Fourth Ave. Bldg.
Seattle, Wash.

Mr. P. H. Lyman, Manager
Oregon Claim Dept.
Continental Casualty Co.
409 Wilcox Bldg.
Portland 4, Oregon

Durham & Bates

NOTED ON CARD
8-24-49 gl

RECEIVED
AUG 29 1949
FOR FILING

329-1702

3053

August 24, 1949

Continental Casualty Company
409 Wilcox Building
Portland 4, Oregon

Mrs Lemon
to note on card

Attention: Mr. Lyman

Dear Mr. Lyman:

The purpose of this letter is to acknowledge the formal assignment made to the Continental Casualty Company by the Gressler Construction Company of all moneys earned and not yet paid under State Highway Contract No. 3053.

Payment is going through shortly, and in response to the provisions of the assignment, the payment will be sent to the Continental Casualty Company with the understanding that the moneys represented by the payment are to be used in payment of labor and material claims incurred in the performance of the work. Pursuant to your request, warrants covering future payments will be mailed to you personally for disbursement.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

JMD:FRC

cc - Geo. P. Winslow, Atty.
Tillamook, Oregon

H. H. Hawke (2)
F. A. Quory

Mr. Hawke: I hand you herewith signed copy of assignment mentioned in the above letter. You will note it is for all moneys now due or hereafter to become due Gressler Construction Co. in connection with said Contract No. 3053, for grading and surfacing the 10th Street Section in the City of Tillamook. This copy is for transmittal to the Secretary of State in the usual manner. I sent you previously an extra signed copy of this assignment to attach to the current voucher. Future payments in connection with this job may be released immediately to the surety company and mailed to Mr. Lyman.

NOTED ON CARD
8-24-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Aug. 23, 1949

Continental Casualty Company
409 Wilcox Building
Portland 4, Oregon

Attention: Mr. Lyman

Dear Mr. Lyman:

The purpose of this letter is to acknowledge the formal assignment made to the Continental Casualty Company by the Cressler Construction Company of all moneys earned and not yet paid under State Highway Contract No. 3053.

Payment is going through shortly, and in response to the provisions of the assignment, the payment will be sent to the Continental Casualty Company with the understanding that the moneys represented by the payment are to be used in payment of labor and material claims incurred in the performance of the work. Pursuant to your request warrants covering future payments will be mailed to you personally for disbursement.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

JMD:FRC

added by HBG

-123 10M 8-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Aug. 23, 1949

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

I am returning the letter written to you by Mr. Lyman for the Continental Casualty Company in connection with the Cressler Construction Company's contract.

destroyed

I have prepared a form of answer to this letter, and I attach the original and three copies. I recommend that you mail a copy to Mr. Winslow for his information in connection with the assignment made in favor of the Tillamook Bank.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:FRC

TER
PRESIDENT

ROLLIN M. CLARK
FIRST VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE, CHICAGO, ILLINOIS

OREGON CLAIM DEPARTMENT
409 WILCOX BLDG.

PORTLAND 4, OREGON

August 20, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Cressler Construction Company-to-
Oregon State Highway Commission
Contract No. 3053

Dear Mr. Glaisyer:

We thank you for your letter of August 16th enclosing copies of assignments which have now been executed by G. E. Cressler and Pauline Cressler. Two copies are enclosed for your records.

We would appreciate acknowledgement of the assignment forms at your earliest convenience.

Thanking you for your cooperation in this matter, I am

Yours very truly,

P. H. Lyman

Mgr. Claim Dept.

PHL/hl

RECEIVED
AUG 2[illegible] 1949
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
AUG 29 1949
FOR FILING

329-1702

3053

Mrs Lewis
note on card
3053

Salem, Oregon
August 23, 1949

Mr. Malcolm E. [illegible]

It is my understanding that a semi-final payment is now being made to Cressler Construction Company in connection with Contract No. 3053 for grading and surfacing on the 10th Street project in the City of Tillamook.

The Cressler Construction Company has assigned to the Continental Casualty Company, surety on the bond in connection with this job, all monies that are now due or hereafter shall become due it in connection with this work. I attach a copy of the assignment, which you are to use in connection with the semi-final payment above referred to. The original and a duplicate copy of the assignment I have retained for the time being, but I will furnish you with your customary copy a little later. Mr. Devers has approved this assignment and the procedure for handling it.

When you have received the warrant from the Secretary of State, it, of course, will be made out payable to the order of the Cressler Construction Company, assigned to the Continental Casualty Company. Please mail it to Mr. F. H. Lyman, Manager, Oregon Claim Department, Continental Casualty Company, 409 Wilcox Building, Portland 4, Oregon, pursuant to instructions contained in the attached copy of his letter to me dated August 22, 1949.

Secretary

KBG:ec
Attchs.

cc - Floyd Query

NOTED ON CARD

8-23-'49 C

ROLLIN M. CLARK
FIRST VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE, CHICAGO, ILLINOIS

OREGON CLAIM DEPARTMENT
P. H. LYMAN, MANAGER
409 WILCOX BLDG.

PORTLAND 4, OREGON

August 22, 1949

Mr. H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr.Glaisyer:

Re: Cressler Construction Company -to-
Oregon State Highway Commission
Contract No. 3053

We attach hereto assignment form executed by G.E.Cressler and Pauline Cressler as we discussed over the phone.

Kindly mail the estimate or estimates drawn in favor of the ContinentalCasualty Company to this office and oblige.

Yours very truly,

P. H. Lyman

Mgr.,Claim Dept.

PHL/lr

RECEIVED
AUG 23 1949
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
8-23-49

NOTE TO Hawke
DATE 8/23

RECEIVED
AUG 29 1949
FOR FILING

329-1702

3053

Mrs. Lewis

August 23, 1949

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge receipt of three copies of a claim filed with your office by the Economy Fuel Company in the amount of $68.06 against the Cressler Construction Company for fuel oil furnished in connection with their Contract 3053 for grading and paving on the 10th Street Section in Tillamook, Oregon, your file No. 3185.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
8-23-49 gl

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

August 22, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir;

We have received from Tillamook-Portland Auto Freight, Inc., and filed as of this date a notice of claim by Economy Fuel Company, for 20.5 barrels of fuel oil in the sum of $68.06, against the bond taken from The Cressler Construction Company, principal and Continental Casualty Company, surety, for the work of grading and paving East Tenth Street in the city of Tillamook, Oregon, under contract #3053, our file no. 3185.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry
Secretary of State

N:FA

Enc.

RECEIVED
AUG 23 1949
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
8-22-49

RECEIVED
AUG 31 1949
FOR FILING

Mrs. Lewis

329-1702
3053

August 29, 1949

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached hereto is a copy of a claim which has been filed with the Secretary of State by the Economy Fuel Company of 910 Second Avenue East, Tillamook, Oregon, in the amount of $66.06 for 20 1/2 barrels of fuel oil against the Gressler Construction Company in connection with their Contract 3053 for grading and paving 10th Street in the city of Tillamook.

This information is furnished as the Continental Casualty Company appears as surety on the bond executed in connection with Contract 3053.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Durham & Bates,
901 S. W. Washington
Portland 5, Oregon

Gressler Construction Company
P. O. Box 246
Tillamook, Oregon

[illegible]

[illegible]

ECONOMY FUEL COMPANY
Phone 600
910 Second Ave. East
Tillamook, Oregon

STANDARD STOVE OIL
STANDARD FURNACE OIL
STANDARD LIGHT FUEL OIL
STANDARD FUEL OIL
GASCO BRIQUETS

STANDARD
BURNER OILS

August 20, 1949

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir;

Notice is hereby given that the undersigned, Economy Fuel Company, has a claim for 20.5 barrels of fuel oil in the sum of $68.06 against the bond taken from the Cressler Construction Company by the Continental Casualty Company, 901 S. W. Washington Street, Portland 5, Oregon, for the work of grading and paving East Tenth Street in the city of Tillamook, Oregon, under contract #3053.

Very truly yours,

ECONOMY FUEL COMPANY

BY EARL K. SWEET
Earl K. Sweet
Manager

FH

cc: Continental Casualty Company
901 S. W. Washington Street
Portland 5, Oregon

ENDORSED:
File No. 3185
Filed August 22, 1949
EARL T. NEWBRY, Secretary of State

RECEIVED
AUG 19 1949
FOR FILING

329 - 1702

3053

August 19, 1949

Continental Casualty Co.
Oregon Claim Dept.
409 Wilcox Bldg.
Portland 4, Oregon

Attention: Mr. P. H. Lyman

Gentlemen:

Reference is made to the part of your letter to Mr. F. D. Eason, Division Highway Engineer, regarding payments to Gressler Construction Co. on the Tillamook (10th Street) Section, State Highway Contract No. 3053.

Following is a list of estimate to date:

Est. No.	Date of Voucher	Amount of Payment
1	Sept. 16, 1948	$ 2,818.98
2	Oct. 18, 1948	1,804.90
3	Dec. 16, 1948	871.11
4	June 15, 1949	735.30
5	July 13, 1949	1,378.80
6	Aug. 16, 1949	15,838.01

The amount retained at the present time is $750.00.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

DHP:mw

cc: F. D. Eason

OCHBREITER
PRESIDENT

ROLLIN M. CLARK
FIRST VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE, CHICAGO, ILLINOIS

OREGON CLAIM DEPARTMENT
P. H. LYMAN, MANAGER
409 WILCOX BLDG.

PORTLAND 4, OREGON

RECEIVED
AUG - 8 1949
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

August 5, 1949

Mr.F.D.Eason, Division Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr.Eason:

Re: Cressler Construction Co. -to- Oregon State Highway Comm.
10th Street Job.

The writer as attorney in fact for our company has executed the Contractors Request for Extension of Time to Complete Construction Contract and we are enclosing the forms herewith which we trust you will find in order.

We are interested in learning the amount advanced to date on this job and will appreciate receiving the dates and amount of estimates paid and the amount of retention held at this time. Thanking you for this information, we are

Yours very truly,

P. H. Lyman

Mgr.,Claim Dept.

PHL/lr

RECEIVED
AUG 18 1949
FOR FILING

329-4002

3053

Mrs. Lewis

August 12, 1949

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have today received a letter from the Economy Fuel Company, 910 Second Avenue East, Tillamook, advising that the Cressler Construction Company owes them $68.06 for 20.5 barrels of fuel oil delivered to their paving plant in the process of grading and paving 10th Street in the city of Tillamook. This appears to be in connection with our Contract 3053 for work as described above.

This information is provided as the Continental Casualty Company appears as surety on the bond executed in connection with Contract 3053.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Cressler Construction Company
P. O. Box 246
Tillamook, Oregon

ECONOMY FUEL COMPANY

ANDARD STOVE OIL
STANDARD FURNACE OIL
STANDARD LIGHT FUEL OIL
STANDARD FUEL OIL
GASCO BRIQUETS
PRESTO-LOGS

STANDARD
HEATING OILS

910 SECOND AVE. EAST
PHONE 600
TILLAMOOK

TILLAMOOK, OREGON, July 28, 1949

Geo Cressler Const. Co.
P.O. Box 6
Tillamook, Oregon

DATE		INVOICE NUMBER	AMOUNT	
7-28-49	20.5 bbls fuel oil	12640	68	06

RECEIVED
AUG 18 1949
FOR FILING

329-4002

3053

Mrs. Lewis

August 12, 1949

Economy Fuel Company
910 Second Avenue East
Tillamook, Oregon

Gentlemen:

We have your letter of August 11 to which was attached a statement for 20 1/2 barrels of feul oil in the amount of $68.06 delivered to Cressler Construction Company in connection with what appears to be ~~their~~ Contract 3053 for grading and paving 10th Street in the city of Tillamook. Your claim will be noted in our records and we will advise the surety of its receipt.

On this contract, 3053, the Continental Casualty Company whose agent in this instance is Durham & Bates, 901 Southwest Washington, Portland 5, furnished the bond under which they are responsible for the payment of claims. The State does not attempt to determine the validity of claims.

This contract is apparently incomplete, but in the event that you feel that it is necessary to protect your claim for a period longer than six months after the job has been completed and accepted, it is suggested that you file a claim with the Secretary of State. We are attaching an excerpt from the Oregon Law outlining the procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

ECONOMY FUEL COMPANY
PHONE 660
810 SECOND AVE. EAST
TILLAMOOK, OREGON

STANDARD STOVE OIL
STANDARD FURNACE OIL
STANDARD LIGHT FUEL OIL
STANDARD FUEL OIL
GASCO BRIQUETS

August 11, 1949

3053

Mr. R.H. Baldock, State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Enclosed please find copy of our billing of July 28, 1949, on invoice #12640 to Geo. Cressler Construction Company, Tillamook, Oregon, for $68.06 covering 20.5 barrels of fuel oil delivered to Cressler's paving plant to be used in the laying of black top pavement on East Tenth Street, Tillamook, Oregon.

Mr. E. Donavon, Superintendent for Cressler Construction Company has recommended that our claim be filed with your department and with the bonding company. Will you kindly advise to whom we shall look for payment of our bill.

Your advice as to the proper procedure for us to follow in this matter will be greatly appreciated.

Very truly yours,

ECONOMY FUEL COMPANY

By Earl K. Sweet
Earl K. Sweet
Manager

FH
Enc.
cc: Continental Casualty Company
409 Wilcox Building
Portland, Oregon

RECEIVED
AUG 12 1949
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO Glenn
BY SECRETARY

prepare reply – send him copy of law with cc to contractor
also notify surety
[illegible]

NOTED ON CARD

RECEIVED
OCT 28 1948
FOR FILING
329-4002
[illegible]

Salem, Oregon
October 28, 1948

Mr. S. H. Probert
Office

Attached are two copies of option for cooperative construction project relative to Tenth Street from Third Avenue East to Miller Avenue in Tillamook, which were approved by the Highway Commission on August 9, 1948.

The original copy of the above option has been retained by Mr. Glaisyer for the Commission's files and one copy has been mailed to the City of Tillamook on August 12 and one copy to the Secretary of State.

L. H. Warfield
Staff Engineer

cc: Forrest Cooper

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 27, 1948

IN REPLY PLEASE
REFER TO FILE

Mr. R. H. Baldock

I hand you herewith, for further handling, 3 ~~four~~ copies of option for cooperative construction project relative to Tenth Street from Third Avenue East to Miller Avenue in Tillamook, which were approved by the Highway Commission on August 9, 1948.

The original copy of the above option has been retained by me for the Commission's files and one copy has been mailed to the City of Tillamook, on August 12, 1948. + one copy to secretary of [illegible]

Secretary

gl
attachments 4

2 [illegible]
1 [illegible]

RECEIVED
OCT 29 1948
FOR FILING
524-1/1022
3053

October 28, 1948

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

Attention: Mr. Harold F. Phillippe

REFERRED TO Geiey BY SECRETARY

done 10-29 F.D.

Duncan to also make copy & attach to our "Office copy" of the agreement.

Dear Mr. Newbry:

Enclosed is a signed copy of an "Option for Cooperative Construction Project" in the City of Tillamook which has been discussed and approved by the State Highway Commission as indicated on the last page of the document.

This instrument provides for the improvement of Tenth Street in the City of Tillamook from Third Avenue to Miller Avenue, a total distance of approximately 1,200 feet. The estimated cost of the project is $32,000, of which the State Highway Commission is to pay $12,000 and the city, the balance.

You will note on page three that the City of Tillamook has cash in the sum of $12,000 to pay a portion of its share of the expense. The balance of the city's share, $8,000, is being advanced by the State Highway Commission with the understanding that the State Highway Fund will be reimbursed in a like amount out of monies accruing to the city during the year 1948 under the provisions of the State Tax Street Fund Law, such reimbursement to be made as soon as the next allocation of funds is made from your office.

The attached instrument is an assignment by the city to the State Highway Commission of the sum of $8,000 and constitutes your authority to withhold from the city and credit to the State Highway Fund such amount of money. The Highway Commission will be pleased if you will honor this assignment. Please advise whatever action you may take.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

Enc.

cc - Mr. S. H. Probert
Mr. Malcolm H. Banks
Mr. Forrest Cooper

RECEIVED
SEP 10 1948
FOR FILING

329-4002

3053

September 10, 1948

Cressler Construction Co.
P. O. Box 246
Tillamook, Oregon

Gentlemen:

We enclose herewith, for your record and files, a fully executed copy of contract No. 3053 which was awarded to you on August 19, 1948 by the State Highway Commission, covering grading and paving on Tillamook (10th Street) Section City Street in Tillamook County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
NOV 17 1948
FOR FILING

327-4002
3053

AGENDA
SEP 13 1948

August 23, 1948

Granular Construction Co.
Tillamook
Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Tillamook Grading and Paving Project on Tenth Street in the City of Tillamook, Tillamook County. This award was based on your low bid of $29,290.00 submitted on August 9, 1948.

Contract forms will be sent to you for execution within the next few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
cc - Mr. H. G. Smith
Goldie Lewis
Mr. S. H. Probert
Mr. L. B. White, Assistant Commissioner
Industrial Accident Commission

Set confirmed

S+C

...TIC SERVICE
...e class of service desired;
...rwise this message will be
...ent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

file

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 19, 1948
3:30 p.m.

Crossler Construction Co.
Tillamook, Oregon

State Highway Commission awarded you today contract for Tillamook Grading and Paving Project, City of Tillamook, Tillamook County based on your low bid submitted August 9, 1948. Contract forms follow shortly.

H. B. Glaisyer, Secretary
State Highway Commission

SC
Charge

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
AUG 19 1948
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

329-4002

3053

Salem, Oregon
August 18, 1948

SUBJECT:

To:

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query

NOTED
W. C. WILLIAMS

Dear Sir:

I am handing you herewith Check No. 54 from the City of Tillamook, signed by J. M. Wilson, Chairman of the Council, and J. C. Holden, City Recorder.

This check is for the amount of $12,000.00, the amount due the State Highway Commission as per the agreement dated July 15, 1948, between the City of Tillamook and the State Highway Commission, which agreement was prepared in connection with the cooperative project in Tillamook from the $250,000 special State Tax Street Fund.

This check is being handed to you for further handling.

Very truly yours,

C. H. Armstrong
Engineer, County and City Relations

By Harold C. Ayers

Harold C. Ayers
Assistant Engineer

HCA:mm

Encl.

cc Mr. W. C. Williams

250,000. (48)

Tillamook 8-17-48

To Tillamook 8-16-48 at request of Mr. Williams to pick up city's $2,000.00 check.

Mr. Eason also asked me to see Mr. Trinkle regarding the matter brought up in Mr. L. D. Mars letter of August 11, 1948.

Saw Mr. Trinkle who said he was not greatly interested in gutters and it was OK to leave the contract as is and place plain curbs.

He said two catch basins could be eliminated at the "unimproved" street as this was private property and would not likely ever become a street.

I advised him this was up to the Construction Dept, but I would carry his request to Mr. Eason.

Picked up check at 3:30 PM.

H. C. G.

8-18-48

Saw Mr. Eason told him above information and he said contract would go as is in regard to curbs and they would eliminate catch basins if it seemed the thing to do as job progressed.

H. C. G.

9:00 A.M.

Aug. 16 - Monday

Eason called and said he had a letter from the city manager of Tillamook requesting the contract be changed to include conc. curbs & gutter instead of curbs only. Suggested someone from this office contact city & see exactly what was wanted.

The award of the contract is pending Tillamook's deposit of $12,000 with the Hwy Dept. as agreed.

11:20 A.M. Aug. 16

~~H~~ Williams called regarding Tillamooks 12,000.00 check and when told the above situation said they would have to go ahead as agreed, they are probably holding up delivery of check & should be contacted as soon as possible to explain contractor is ready to go and check must be in. ~~[illegible]~~

J.J.H.

6th Ave not important and unimproved St eliminate catch basins these two points

RECEIVED
AUG 26 1948
FOR FILING

329-4002
3053

August 12, 1948

Mr. J. C. Holden
City Recorder
Tillamook, Oregon

Dear Mr. Holden:

Enclosed for the city's records and files is an approved copy of the option for cooperative construction project in the City of Tillamook, particularly covering improvement of [illegible] Street from Third Avenue East to Miller Avenue, a distance of approximately 1,300 feet.

This option was approved and accepted by the State Highway Commission at its regular meeting on Monday, August 9, 1948. Will you please bring this to the attention of the City Council.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc - Mr. E. C. Elliott
Mayor of the City of Tillamook
Tillamook, Oregon

Mr. C. E. Armstrong

NOTED
H. B. GLAISYER

FORM [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 11, 1948
Nehalem, Oregon

SUBJECT:

To:

Mr. F. D. Mason
Division Engineer
Oregon State Highway Dept.
Salem, Oregon

RECEIVED
DIVISION ENGINEER

Dear Sir:

Last Friday I conferred with C. F. Trindle, City Manager, of Tillamook in response to a call from him in regard to the 10th. Street Section.

He desires combination curb and gutter instead of the regular curb. I agree with him on this as the grades are rather flat and it is very difficult to lay black top to grade along the gutter.

He thinks we can save on the drain pipe and catch basins. Some of the basins can be eliminated and the 12 inch pipe may be replaced by a smaller size.

Also the sewer house connections should be ~~excluded~~ extended to a point beyond the curb line.

Very Truly Yours,

L. D. Mars
Resident Engineer

[illegible] - Rogers

Mr. Trindle said gutter not important
leave as is.

Tillamook
$250,000 Fund
(1948)

SUMMARY OF BIDS RECEIVED

Project Tillamook (10th St.) Section F. A. Project No. ______

Highway City St. Engineer's Estimate 28,472.00

County Till. Date Bids Received Aug 9, 1948

Name and Address of Bidder	Amount of Bid
1 - Cressler Constr. Co., Till.	29,250.00

Survey cost corrected from $100 to $1425.00 It was recorded wrong by Projects office originally J.H.

ation

1.	Contract amount	$ 29250.00
2.	Anticipated Add. items:	
	None	
	State force landscaping	
	Subtotal, Items 1 to 2	$ 29250.00
3.	Cont. & Engr. (10%)	2925.00
	Subtotal, Items 1 to 3	$ 32175.00
4.	Credit for maint. rock	—
	Net authorization, Constr.	$ 32175.00
5.	Rights of way	
6.	Survey	$1425.00

Engineer's Recommendation

Ref. to Engr. with power to award.

NOTED
J. F. HAC[illegible]ANN

NOTED

NOTED
JOHN W. C[illegible]TRALL

1. Cressler Constr. Co., Till 29,250.00

Survey cost corrected from $100 to $1425.00 It was recorded wrong by Projects office originally
J.H.

ation

1.	Contract amount	$ 29,250.00
2.	Anticipated Add. items:	
	None	
	State force landscaping	
	Subtotal, Items 1 to 2	$ 29,250.00
3.	Cont. & Engr. (10%)	2925.00
	Subtotal, Items 1 to 3	$ 32175.00
4.	Credit for maint. rock	—
	Net authorization, Constr.	$ 32175.00
5.	Rights of way	
6.	Survey	1425.00
	Net authorization, Constr. R. of W. and Survey	$ 33600.00
	Additional contracts required:	
	Expected ultimate cost	$ 33,600.00

Engineer's Recommendation

Ref. to Engr. with power to award.

NOTED
J. F. HAGEMANN

NOTED
C. H. ARMSTRONG

NOTED
JOHN W. CATTRALL

Asst. State Highway Engineer

State Highway Engineer

District Engineer, P. R. A.

Tillamook
[illegible]
(1948)

NOTED
C. H. AR[illegible]RONG

July 29, 1948

Mr. C. F. Trinkle
City Manager
Tillamook, Oregon

Dear Sir:

For your information, we are forwarding to you, under separate cover, a copy of the bid proposal and plans for the improvement of 10th Street under the $250,000 special fund established by the last legislature.

Also, we are enclosing herewith three copies of a description of the center line finished grade to be incorporated into an ordinance or resolution establishing these grades, as agreed.

Bids for this project will be received Monday, August 9, by the State Highway Commission.

Very truly yours,

C. H. Armstrong
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

Encl.

CITY OF TILLAMOOK

10TH STREET BETWEEN 3RD AVENUE AND MILLER AVENUE

Description of center line finished grade (U. S. G. S. datum):

Beginning at elevation 17.34, at State Highway Engineer's Survey Station 2+33, 30 feet easterly from the center line of 3rd Avenue East, where the same is intersected by the center line of 10th Street; thence to elevation 16.91, at State Highway Engineer's Survey Station 4+50, 247 feet easterly from the center line of 3rd Avenue East, where the same is intersected by the center line of 10th Street; thence on a 100-foot vertical grade curve to elevation 16.87, at State Highway Engineer's Survey Station 4+73, at the center line of 4th Avenue East, where the same is intersected by the center line of 10th Street; thence continuing on a 100-foot vertical grade curve to elevation 16.95, at State Highway Engineer's Survey Station 5+50, 77 feet easterly from the center line of 4th Avenue East, where the same is intersected by the center line of 10th Street; thence to elevation 17.50, at State Highway Engineer's Survey Station 7+43, at the center line of 5th Avenue East, where the same is intersected by the center line of 10th Street; thence to elevation 18.24, at State Highway Engineer's Survey Station 10+13, at the center line of 6th Avenue East, where the same is intersected by the center line of 10th Street; thence to elevation 18.42, at State Highway Engineer's Survey Station 10+75, 62 feet easterly from the center line of 6th Avenue East, where the same is intersected by the center line of 10th Street; thence on a 100-foot vertical grade curve to elevation 18.34, at State Highway Engineer's Survey Station 11+75, 162 feet easterly from the center line of 6th Avenue East, where the same is intersected by the center line of 10th Street; thence to elevation 18.27, at the center line of an unimproved street, approximately 177 feet easterly from the center line of 6th Avenue East, where the same is intersected by the center line of 10th Street; thence to elevation 17.18, at State Highway Engineer's Survey Station 14/35.6, 29.97 feet westerly from the center line of Miller Avenue, where the same is intersected by the center line of 10th Street.

7-28-48

FORM E-90 25M 3-48 22304

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22,1948

SUBJECT: Estimate of Cost: 3rd St. to Miller St.
On 10th Sta 3+25 to 14+85.6
City of Tillamook, Oregon.

To: F.D. Mason
Division Engineer
Salem Oregon

Dear Sir:

The following is an estimate of cost for the improvement of 10th street in the City of Tillamook, Oregon.

To be financed by the City.

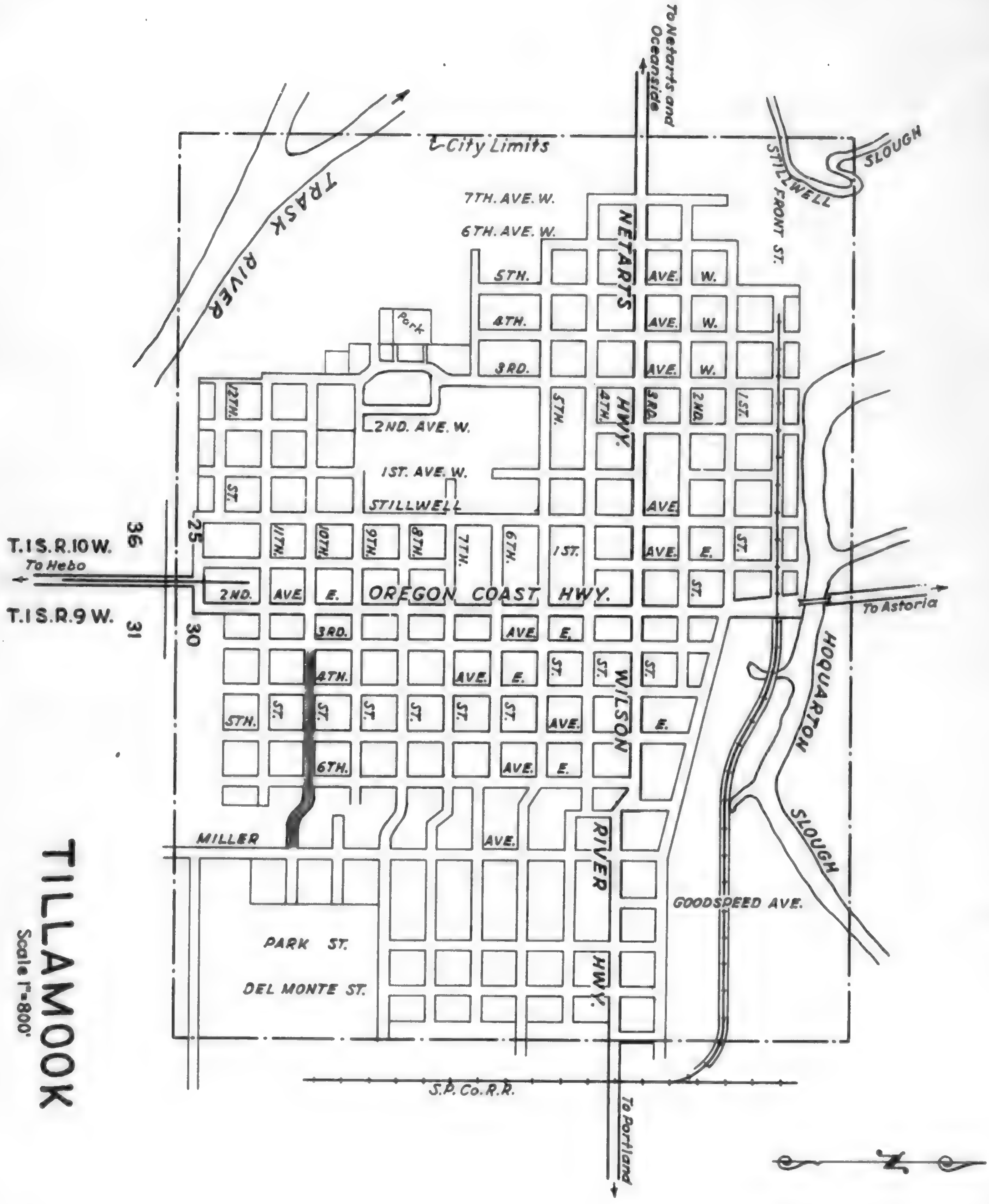
ITEM	UNIT	QUANTITY	UNIT PRICE		AMOUNT
1. Trench Excavation	Cu.Yds	850	1.00		850.00
2. General Excavation	Cu.Yds	900	0.70		630.00
3. Short Overhaul	Yd.Sta	1520	0.025		38.00
4. Long Overhaul	C.Yd Sta	140	0.40		56.00
5. 8" Conc Sewer Pipe	Lin.Ft	265	1.00		265.00
6. 12" Conc Sewer Pipe	Lin Ft	1110	1.50		1665.00
7. 15 " Conc. Sewer Pipe	Lin Ft	510	2.00		1020.00
8. Catch Basins	Each	10	30.00		300.00
9. Manholes Type B	Each	4	100.00		400.00
10. Class A Conc in Curbs	Cu.Yds	90	50.00		4500.00
11. 3"-0" Rock in Base	Cu.Yds	690	4.00		2760.00
12. 3/4"-0" Rock Leveling Course	Cu. Yds	226	4.00		904.00
13. Sprinkling	M-Gals	26	2.00		52.00
				$	13052.25
			Add 10 %		1305.00
			Total	$	14360.00

To be financed by the State

ITEM	UNIT	QUANTITY	UNIT PRICE		AMOUNT
1. Class "B" Asphaltic Concrete	Tons	1020	8.00	$	8160.00
40' wide			Add 10 %		820.00
			Total	$	8980.00

Very truly yours,

Locating Engineer



TILLAMOOK

Scale 1"=800'

Tillamook Estimate.

based upon prices bid - 6-28 and 6-29. 1948.

and B.O. Johnson Quantity. 10% & 3rd to 5th together are

7. Item	Unit.	Quantity		Unit price.		Amount.	
1. Trench exc.	cu.yds.	526	700	$3.05		1604.30	1600
2. Gen. Exc.	"	900		2.08		1872.00	1700
3. Short O.Haul.	yd.Sta.	5900		.03	.04	177.00	240
4. Long O.Haul	Cu.yd.Sta	140		1.00	1.00	140.00	150
5. 8" Conc. Sewer	lin.ft.	265		1.52	1.50	402.80	[illegible]
6. 12" " "	lin.ft.	1110		1.98	[illegible]	2197.80	2500
7. 15" " "	lin.ft.	510		3.40	[illegible]	1734.00	[illegible]
8. Catch basins	ea	10	34 12.	78.00	[illegible]	780.00	960
9. Man holes Type "B"	ea	4.	5	225.00		900.00	950
10. Conc. Curbs.	Cu.yds.	90	[illegible]	50.00	[illegible]	4500.00	[illegible]
11. 3"-0 rock.	cu.yds.	680	[illegible]	4.00		2720.00	1875
12 3/4"-0 "	"	226		4.00		904.00	1500
13 Sprinkle.	M.gals.	26		5.00		130.00	[illegible]
						18061.90	
Class B A.C.	tons	1020	[illegible]	10.00.	[illegible]	10,200.00	[illegible]
						28261.90	[illegible]
Plus Eng. & Plans						1000.00	[illegible]
						$29261.90	
Plus 10%						2926.19	[illegible]
						$32,188.09	[illegible]

$32,190.00

Tillamook
$250,000 Fund
(1948)

TILLAMOOK CITY
TILLAMOOK COUNTY
OREGON
OFFICE OF CITY MANAGER

June 16, 1948

Mr. Harold C. Ayers
Assistant Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayers:

The council has decided that they wish to omit the resurfacing on Fifth Street and the widening of the paved portion on Miller. This means that they wish to begin on Tenth Street at Third Avenue East and pave east as far as the available funds will permit, or to Miller, thence north on Miller.

Yours very truly,

C. F. Trinkle
City Manager

NOTED
F. HAGEMA

NOTED
C. H. ARMSTRONG

NOTED
C. H. ARMSTRONG

RECEIVED
JUN 17 1948
ENGINEER
COUNTY & CITY RELATIONS

Copy to B.A. Johnson
6-18-48

NOTED
JOHN W CATTRALL

[illegible]

May 11, 1948

Mr. C. F. Trinkle
City Manager
Tillamook, Oregon

Dear Mr. Trinkle:

With reference to your letter of May 4, regarding petition from the property owners residing onthe north end of Del Monte and the east end of First Street, which requested that these two blocks not be omitted from the proposed project, I wish to advise that the Division Engineer, Mr. F. D. Eason, has been advised, and the surveys and plans will be extended to include the streets requested in the petition.

It is understood, of course, that the inclusion of these streets in the proposed project will be contingent upon the necessary funds being supplied by the city or property owners, as the money available from state sources is not sufficient to do more than a portion of the original project contemplated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Oscar Cutler
Engineer, County and City Relations

OC:ms

cc Mr. F. D. Eason
Mr. B. O. Johnson

4Kole

TILLAMOOK CITY
TILLAMOOK COUNTY
OREGON

OFFICE OF CITY MANAGER

May 4, 1948

Mr. Harold C. Ayers
Assistant Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayers:

Reference is made to my letter of April 21, 1948 regarding the proposed paving on Tenth Street, Miller, Fifth Street, Del Monte, and First Street.

The council has received a petition from the property owners on the north end of Del Monte and the east end of First Street requesting that these two blocks not be omitted from the project. I have been authorized to write you and request that you include these two blocks. In the meantime, we will try to find the necessary additional funds.

Yours very truly,

C. F. Trinkle

C. F. Trinkle
City Manager

[illegible]

RECEIVED
MAY 4 1948
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN W. CATTRALL

Copies to B. O. Johnson
& D. D. Eason 5-6-48

NOTED
Harold C. Ayers

Tillamook ($250,000 Fund)
(1948)

FORM E-[illegible] 15M 10-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1947

SUBJECT:

To: Mr. Oscar Cutler
Engineer, County and City Relations

Dear Sir:

The Highway Commission on August 25, and again on the 26th, discussed the subject of the administration and supervision of the $250,000 fund withdrawn and set aside from the cities' portion of the state highway revenues. No definite conclusion was reached and no decision was made.

At the same meeting delegations appeared from Tillamook and Ontario whose primary object was the consideration for improvements desired in the two cities under this special fund. Both groups were advised by the chairman to submit their applications and the same would be investigated as to eligibility and later passed on by the Commission, who is charged with allocating the fund.

If these cities have not previously made application to you, I would suggest that you favor them with your standard form of application and at the same time, instruct them to support the application with official authority from the city government.

Very truly yours,

(sgd) W. W. Stiffler
Assistant State Highway Engineer

WWS/ds

(Original in
General ($250,000 Fund)
(1948)

Tillamook
($250,000 Fund)
(1948)

COPY

EXCERPT FROM MINUTES OF MEETING OF THE OREGON STATE HIGHWAY COMMISSION ON AUGUST 26, 1947

A delegation from Tillamook, representing the City Council and consisting of Hon. H. C. Elliott, Mayor; F. H. Guyton; and Tom H. Bailey, came before the Commission and requested a share of the $250,000 State Tax Street Fund that has been set up by the 1947 Legislature for expenditure by the State Highway Commission for improvements on city streets that are not state highway routes, particularly streets that are being damaged by log hauling. They were informed by Chairman Banfield that the funds to which they refer are not available for expenditure until 1948 and that the Commission is in no position at the present time to make any commitments of such funds; moreover, the Commission cannot formulate a program for the funds until it has received applications from the cities of the state and a recommended program from the Engineer. He suggested that the city should file its written application for a share of the funds and include therein a detailed description of the work it would like performed with the money.

RESOLUTION

8-18-47

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that;

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of TILLAMOOK is an incorporated city of the State of Oregon, and has a population of 2751, as given by the latest official census, and

WHEREAS, the following streets of said city, Tenth Street, Miller Avenue, Fifth Street East, Del Monte Street, First St. East, First Street West, Stillwell Avenue and Sixth Avenue West,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: Tenth Street East, Miller Avenue, Fifth Street East, Del Monte Street, and East end of First Street, (One Block), are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Tillamook does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 18th, day of August, , 1947.

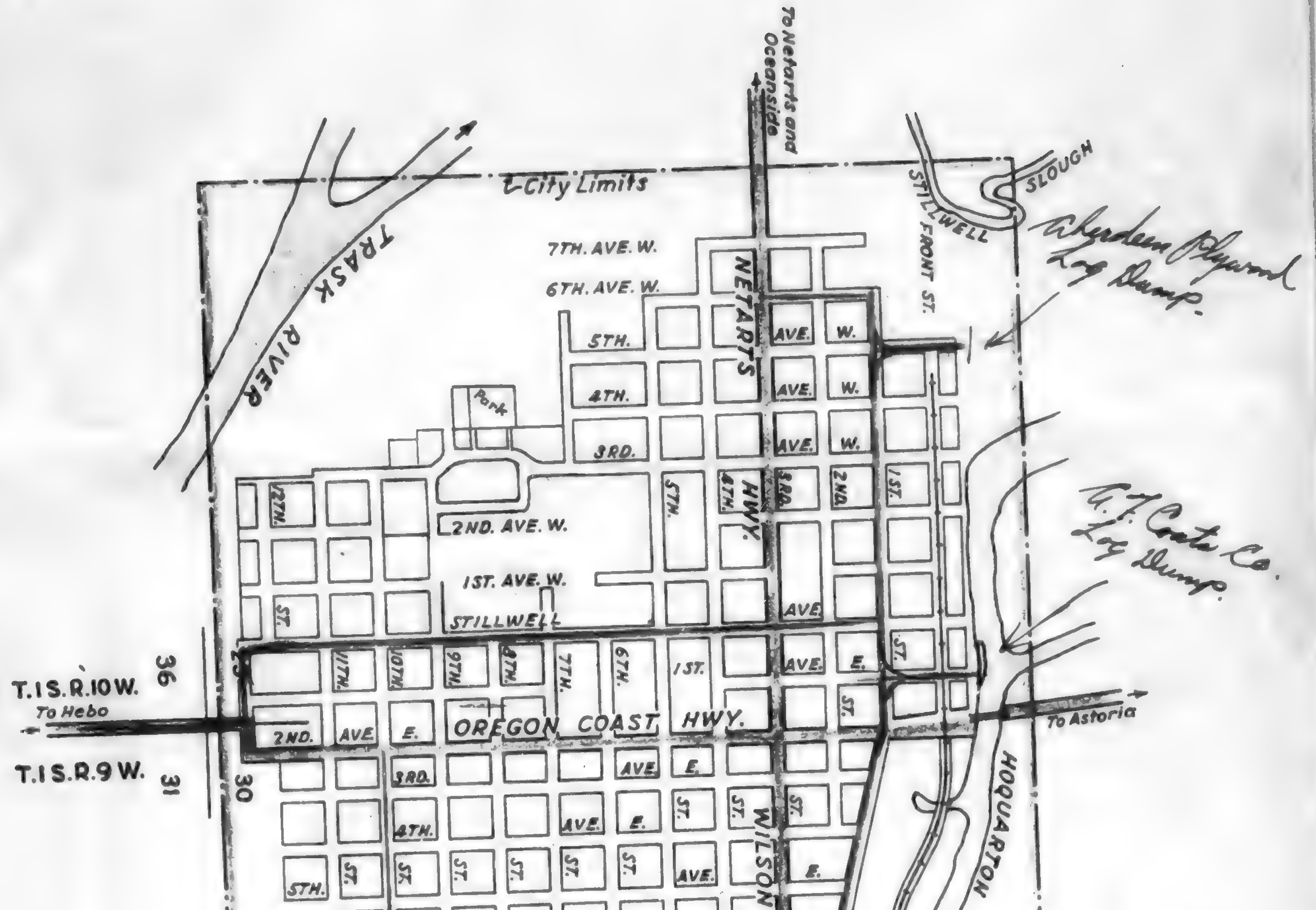
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Tillamook at a regular or special meeting of said council, held on the 18th, day of August, , 1947, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 18th, day of August, , 1947.

Jas Holden
City Recorder


TILLAMOOK
Scale 1"=800'
To Netarts and Oceanside
℄ City Limits
TRASK RIVER
STILLWELL
SLOUGH
FRONT ST.
Aberdeen Plywood Log Dump.
A.J. Coats Co. Log Dump.
7TH. AVE. W.
6TH. AVE. W.
5TH.
4TH.
3RD.
Park
2ND. AVE. W.
1ST. AVE. W.
STILLWELL
AVE.
NETARTS HWY.
AVE. W.
12TH.
ST.
11TH.
10TH.
9TH.
8TH.
7TH.
6TH.
5TH.
4TH.
3RD.
2ND.
1ST.
AVE. E.
T.1S.R.10W.
To Hebo
36
T.1S.R.9W.
31
30
2ND. AVE. E.
OREGON COAST HWY.
To Astoria
3RD. AVE. E.
4TH. AVE. E.
5TH. ST. AVE. E.
6TH. AVE. E.
WILSON RIVER HWY.
HOQUARTON SLOUGH
MILLER AVE.
GOODSPEED AVE.
PARK ST.
DEL MONTE ST.
S.P. Co. R.R.
To Portland
R.R. Reload

PRELIMINARY INFORMATION SHEET
(State Tax Street Funds)

8-13-47

City: Tillamook Population: 1940 2,751 Present ______

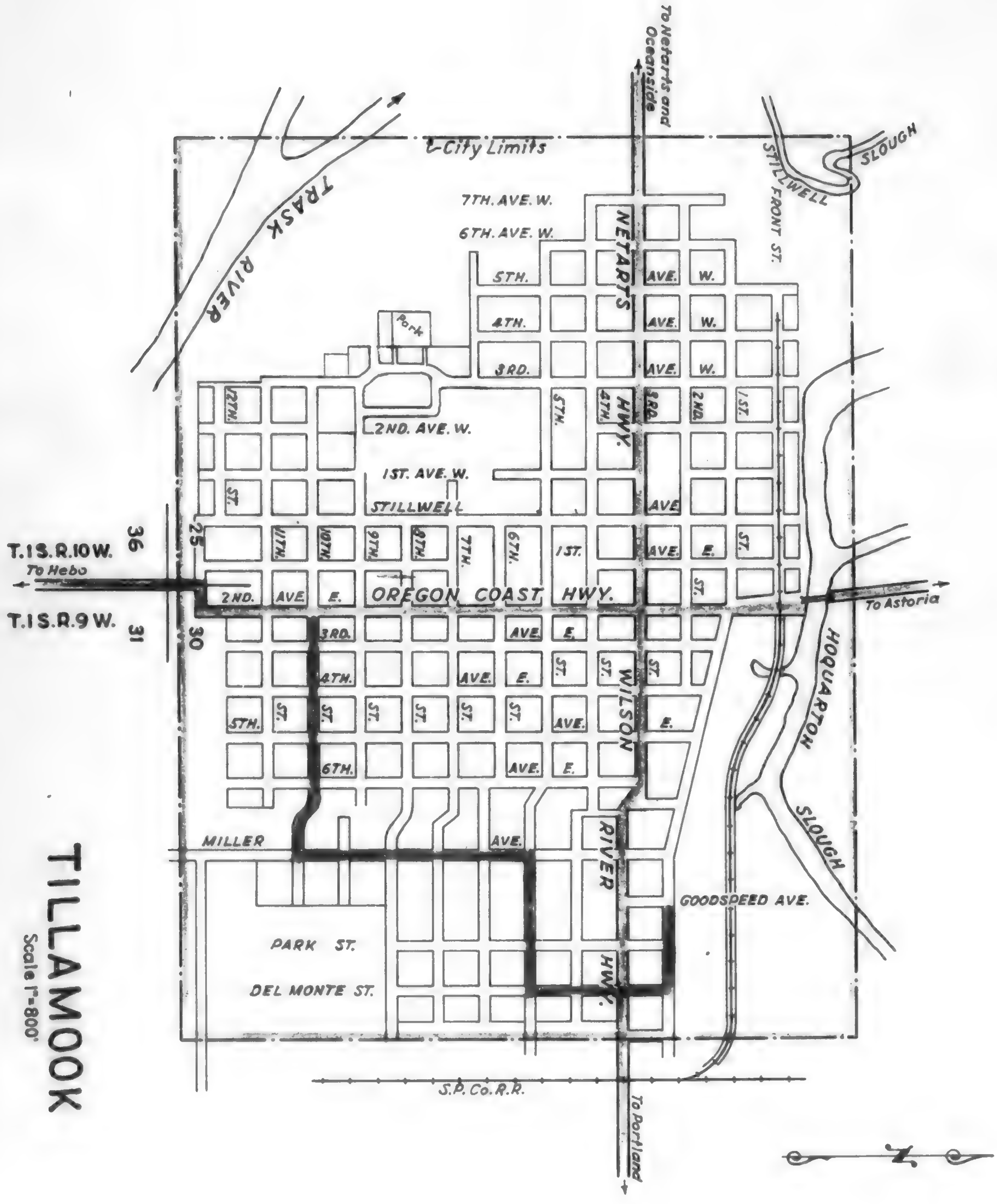
STATE TAX STREET FUND ALLOCATIONS

Year and Amount	Disposition
1944 $ 3,778.32	No resolution
1945 $ 3,845.20	Form 1: (1) Front St. from Second Ave. East to Fifth Ave. West; grade, gravel, drain, surface. Part of work by S.P.R.R. Co. (2) 1st St. West from 2nd Ave. East to 4th Ave. West; resurface. (3)Del Monte St., from 3rd St. East, north 1 block to 1st St. East, thence 1 block west on 1st St. East to Park St.; regrade and surface. (4) 10th St. from Stillwell Ave. to Miller Ave., thence north on Miller Ave. to 8th St.; drain and resurface. (5) 4th Ave. East from 5th St. to 3rd St.; grade, resurface, curb. (6) Park St. from 3rd St. to 5th St.; curb, resurface. (7) 9th St. from 2nd Ave. East to 6th Ave. East; curb, resurface
1946 $ 4,132.03	No resolution
1947 $ 5,517.45	No resolution

1948 - $ 11,034.90 (Estimated)

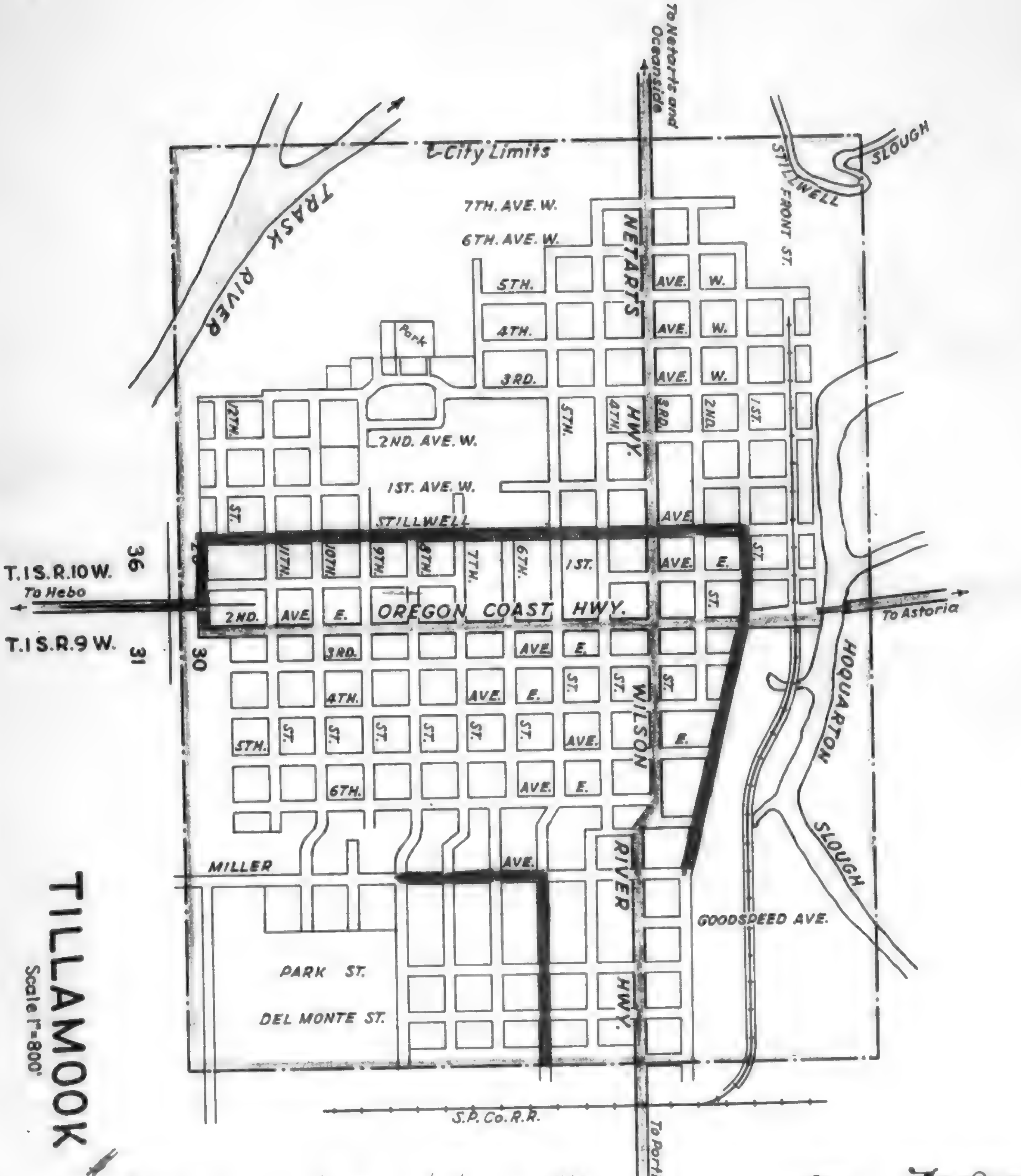
Remarks: See attached map for improvements by state in 1943.

8-13-1947

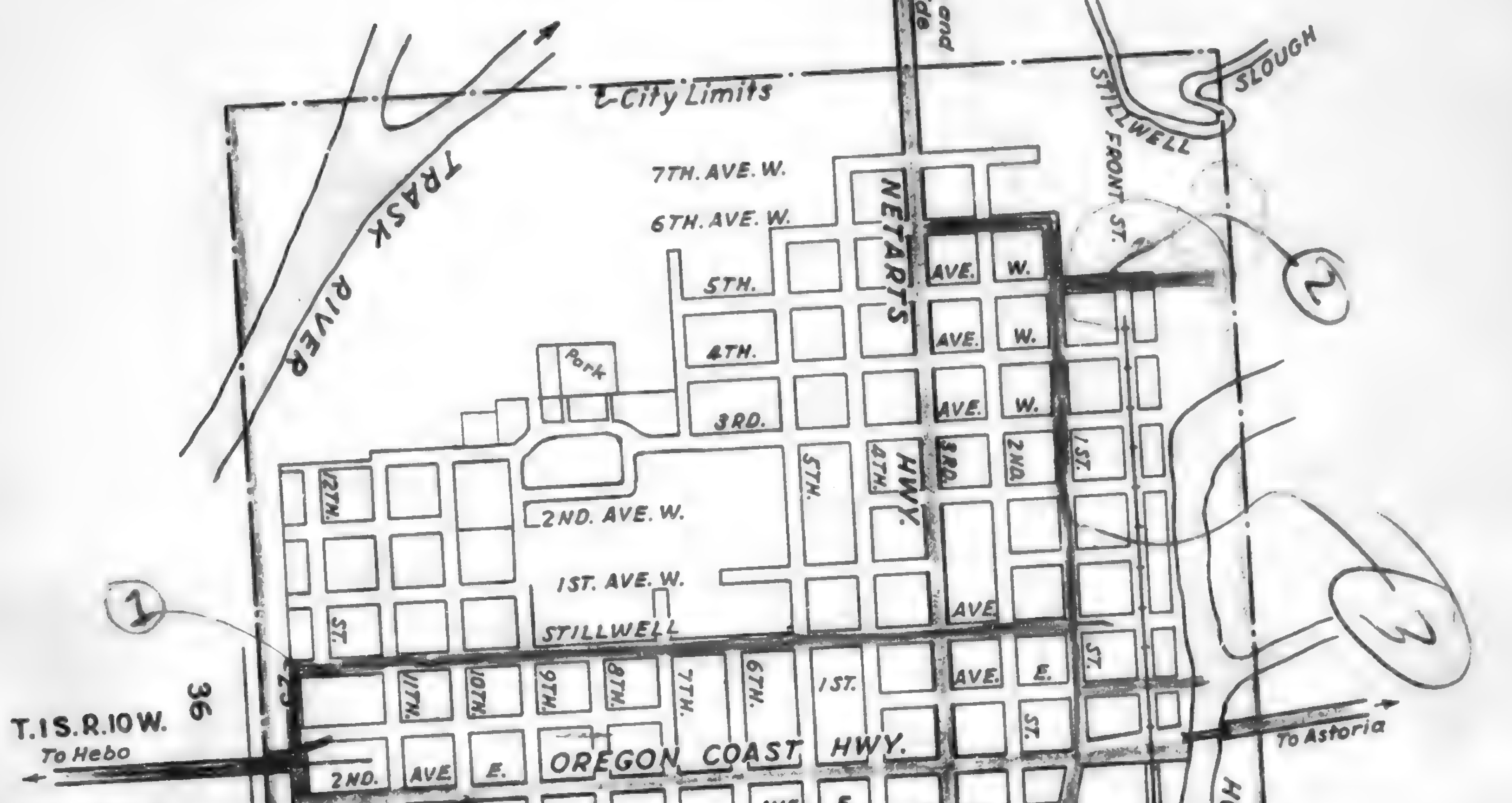


TILLAMOOK

Scale 1" = 800'



$4946.61 spent by state in the summer and fall of 1943 oiling and paving street as marked.



TILLAMOOK

Scale 1"=800'

UI-306(5) Front Ave. Sec., (Sheridan 1948
St.-Bancroft Topsoiling &
#3054 Seeding, Pacific Hwy. West

HOWARD SLONEKER, PRESIDENT

MARTIN J. WYS, SECRETARY

THE
OHIO CASUALTY INSURANCE COMPANY
HAMILTON, OHIO

RECEIVED
NOV 29 1949
FOR FILING

WI-306(5)

3054

no copies

Nov. 23, 1949

Oregon State Highway Commission
Salem, Oregon

RE: Claim against Coast Construction Co.

Gentlemen: Att: Mr. H. B. Glaisyer, Sec'y

We have and thank you for your letter of Nov. 17, 1949.

We are referring this claim to Mr. Neil Baldwin, our Claims Representative at Portland, Oregon, for investigation and attention.

Very truly yours,

PEBeam
Paul E. Beam
SUPERINTENDENT
FIDELITY & SURETY CLAIM DEPT.

PEB/jh

NOTED
F. QUERY

RECEIVED
NOV 29 1949
FOR FILING

Mr. Lewis

November 17, 1949

Ohio Casualty Insurance Company
136 North Third Street
Hamilton, Ohio

Gentlemen:

Attached hereto is a copy of a letter dated November 1st and details of a claim as submitted by Gay and Starr, attorneys at law, 725 Failing Building, Portland 4, in behalf of Edgerton Landscape Service, Inc. This claim is against Coast Construction Company under what appears to be our Contract 3054 for top soiling and seeding on the Front Avenue (Sheridan Street-Bancroft Street) Section of the Pacific Highway West in Multnomah County, and Contract 3083 for roadside improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County.

This information is provided as the Ohio Casualty and Insurance Company appears as surety on the bonds executed in connection with Contracts 3054 and 3083.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Hetzer-Parker Agency
Woodlark Building
Portland 3, Oregon

Coast Construction Company
2944 S. E. Powell Boulevard
Portland, Oregon

NOTED ON CARD
11-17-49

RECEIVED
NOV 28 1949
FOR FILING

WI-306(5)

F05-7

Glen Lewis

November 23, 1949

Edgerton Landscape Service, Inc.
5926 N. E. Alton Street
Portland 13, Oregon

Gentlemen:

We acknowledge with thanks your letter of November 19 advising us that all claims against the Coast Construction Company on Contracts 3056 and 3083 have been satisfied. This, apparently, is the claim of which we were advised by Gay and Starr, attorneys, on November 2, 1949.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

11-23-49 gE

S. E. POWELL BLVD. PHONE EAst 8817 PORTLAND 2, OREGON

Coast Construction Co.
Portable Rock Crushers
SHOVEL EXCAVATION DAY or CONTRACT
LOGGING ROADS, BASEMENTS and FILLS

Nov. 19, 1949

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

This is to notify you that all claims against Coast Construction Co. on Contracts 3054 and 3083 have been satisfied.

By: F M Edgerton
Edgerton Landscape Service, Inc.

cc-Metzer-Parker Agency
Woodlark Building
Portland 3, Oregon

REFERRED TO
[illegible]
BY SECRETARY

prepare usual action
record in [illegible]
[illegible]

NOTED ON CARD
11-23-49 g R

RECEIVED
NOV [illegible]
STATE HIGHWAY [illegible]

RECEIVED
NOV 28 1949
FOR FILING

UI-306(5)

3054

November 23, 1949

Ohio Casualty Insurance Company
136 North Third Street
Hamilton, Ohio

Gentlemen:

This is to advise that we have received a letter from the Edgerton Landscape Service, Inc., advising as follows:

"This is to notify you that all claims against Coast Construction Company on Contracts 3054 and 3083 have been satisfied."

These, apparently, are the claims filed with us on November 2, 1949, by Gay and Starr, attorneys, in the amounts of $712.40 and $1,520.50, less the payment of $200.00.

This information is furnished as the Ohio Casualty Insurance Company appears as surety on the bonds executed in connection with Contracts 3054 and 3083.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc- Metzger-Parker Agency
Woodlark Building
Portland 5, Oregon

Coast Construction Company
2944 S. E. Powell Boulevard
Portland 2, Oregon

COPY

NOTED ON CARD

11-23-49 gl

RECEIVED
NOV 22 1949
FOR FILING

UI-306(5)

3054

Files

November 17, 1949

Ohio Casualty Insurance Company
136 North Third Street
Hamilton, Ohio

Gentlemen:

Attached hereto is a copy of a letter dated November 1st and details of a claim as submitted by Gay and Starr, attorneys at law, 725 Failing Building, Portland 4, in behalf of Edgerton Landscape Service, Inc. This claim is against Coast Construction Company under what appears to be our Contract 3054 for top soiling and seeding on the Front Avenue (Sheridan Street-Bancroft Street) Section of the Pacific Highway West in Multnomah County, and Contract 3083 for roadside improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County.

This information is provided as the Ohio Casualty and Insurance Company appears as surety on the bonds executed in connection with Contracts 3054 and 3083.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Metzger-Parker Agency
Woodlark Building
Portland 3, Oregon

Coast Construction Company
2944 S. E. Powell Boulevard
Portland, Oregon

NOTED ON CARD
11-17-49

Mrs Lewis; Files

Noted on card

11-10-49

Gay & Starr
Attorneys at Law
725 Failing Building
Portland 4, Oregon

Attention: Mr. James S. Gay, Jr.

Gentlemen:

We have your letter of November 1 advising that the Edgerton Landscape Service, Inc. has a claim against Mr. W. D. Redman, dba Coast Construction Company, in a total amount of $2,032.90 for services performed for Mr. Redman on the Ross Island project and on the Sunset Highway.

The Coast Construction Company holds two contracts with the State Highway Commission — No. 3054 for top soiling and seeding on the Front Avenue (Sheridan Street-Bancroft Street) Section of the Pacific Highway West in Multnomah County. This contract was completed June 15, 1949, and accepted by the Commission on August 1, 1949, and final payment made on August 11, 1949. The other contract is No. 3083 for roadside improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County. This contract is scheduled to be complete November 15, 1949. The surety on both contracts is the Ohio Casualty Insurance Company whose agent is Metzger-Parker Agency, Woodlark Building, Portland 5.

The bonds furnished by the contractor provide protection for just claims as well as satisfactory completion of the contract. The State does not attempt to determine the validity of claims and therefore does not attempt to collect them for the claimants. Determination of such matters is the responsibility of the bonding company. The State does, however, keep a record of all claims received against a contract and advises the surety and the contractor of their receipt.

It would be our suggestion, if the claims of your client pertain to the above mentioned contracts, that the claims be filed with the surety; and if you feel it necessary to protect the claim beyond the ordinary period of six months after the job is completed and accepted that the claims be filed with the Secretary of State.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
11-10-49 gl

FAQ:md

Secretary

GAY & STARR
ATTORNEYS AT LAW
725 FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 3272

JAMES S. GAY, JR.
LOUIS E. STARR

November 1, 1949

3054
3083

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Edgerton Landscape Service, Inc., have asked us to write you concerning their account with Mr. W. Redeman, Coast Construction Company, 2944 S. E. Powell Blvd., Portland, Oregon.

It seems that Edgerton Landscape Service, Inc. performed a contract on the Ross Island Project for which their account was $712.40; and on the Sunset Highway Project, their account amounted to $803.90, or a total of $1,516.30. This work was performed last Spring and Mr. Redeman has only paid $200.00 on the account, which leaves a balance of $1,316.30.

Edgerton Landscape Service, Inc. has now completed another Sunset project on which there is a balance of $716.60, on which nothing has been paid, which makes a total of $2,032.90 due Edgerton Landscape, Inc. from Mr. Redeman.

We are writing you at this time and ask that you protect the Edgerton Landscape Service, Inc. on their account before payment in full is made to Mr. Redeman of the Coast Construction Company. If there is any formal action necessary in order to insure that the Edgerton Landscape Service, Inc. will receive their money, please let us know so that we may do what is necessary.

can't do except by the bond

We are enclosing herewith statements which were turned over to Mr. Redeman.

Yours truly,

GAY & STARR

By James S Gay Jr

JSG:al
Encl.

RECEIVED
NOV 2 1949
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
[illegible]
BY SECRETARY

NOTED ON CARD
11-2-49 gl

5926 N. E. ALTON STREET
PORTLAND 13, OREGON

EDGERTON
LANDSCAPE
SERVICE
Inc.

November 1, 1949

Mr. W. Redeman
Coast Construction Co.
2944 S. E. Powell Blvd.
Portland 2, Oregon

Sunset Project

Extra Labor, tools, truck and equipment

13 days supervision	$650.00
10 Myrtle	40.00
Wire and miscellaneous supplies	26.60
	$716.60

NOTED ON CARD

11-2-49 gc

EDGERTON
LANDSCAPE
SERVICE
Inc.

5926 N. E. ALTON STREET
PORTLAND 13, OREGON

September 27, 1949

Mr. W. Redeman
Coast Construction Co.
2944 S. E. Powell Blvd.
Portland, Oregon

Balance owed to F. M. Edgerton, personal --

	Sunset Highway Project		
	Balance	$103.90	
	Labor & Tools	700.00	
	Gasoline and Miscellaneous		803.90
	Ross Island Project		
	Fertilizer	143.90	
	Labor - tools miscellaneous	400.00	
	Labor & withholding tax - Fall 1948	168.50	
			712.40
			$1,516.30
10/13	Credit ----------	200.00	$1,316.30

11-2-49

RECEIVED
JUL 28 1949
FOR FILING

WI-306 (5)

305x

July 26, 1949

Request for extension of time
No. 16
August 1 and 2 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from the Coast Construction Company for an extension of time on Contract No. 3054, Sheridan Street-Bancroft Street Topsoiling and Seeding Project, on the Pacific Highway East, from May 31, 1949 to June 15, 1949.

This project was extended to take in an additional area south of Pennoyer Street, which necessarily required additional work by the contractor. He was also delayed by the failure of the [illegible] Construction Company to complete and clean up all of the areas to be landscaped.

I recommend that this extension be granted without penalty, and Mr. T. H. Lewis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. Mark Astrup

HI

RECEIVED
JUL 21 194
FOR FILING

WI-306 (2)

3054

July 21, 1949

Ohio Casualty Insurance Co.
136 N. Third St.
Hamilton, Ohio

Gentlemen:

Please be advised that State Highway Contract No. 3054, for topsoiling and seeding on the Front Avenue (Sheridan St.-Bancroft St.) Section of the Pacific West Highway in Multnomah County, has been completed by the contractor, Coast Construction Co., and that final payment in the amount of $801.19 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $10,267.73, of which amount $314.21 represents force account items. This contract was completed June 15, 1949 but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Metzger-Parker Agency
Woodlark Bldg.
Portland 5, Oregon

NOTED ON CARD

7-21-49 g

RECEIVED
JUL 14 1949
FOR FILING

UI-306(5)

3054

July 13, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3054, Sheridan Street-[illegible] Street landscaping and seeding project on the Front Avenue Section of the Pacific Highway West, Oregon UI-306 (5) from May 31, 1949 to June 15, 1949 to the [illegible] Construction Co., Contractors.

This contractor was delayed to a certain extent by reason of the [illegible] Construction Company not completing all of the areas to be landscaped. Also, this project was extended to take in an additional area South of [illegible] Street. The contractor has now completed this section satisfactorily, and I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:
W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

RECEIVED
JUL 11 1949
FOR FILING

UI-306 (5)

[illegible]

July 8, 1949

The Ohio Casualty Insurance Co.
Metzger-Parker Agency
Woodlark Building,
Portland 5, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to W. D. Redeman, dba Coast Construction Company, on Contract No. 3074, covering topsoiling and seeding work on the Front Avenue (Sheridan Street-Bancroft Street) Section of the Pacific Highway West, in Multnomah County. This payment, in the amount of $663.04, will be made on or after July 18, 1949. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

eo

NOTED ON CARD
7-8-49
eo

Form E-1—5M—11-46

U.I-306 (5)

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 2, 1949, 19

Section Front Avenue (Sheridan St. - Bancroft St.)

Kind of work Topsoiling & Seeding

Highway Pacific West

Section prefix 26-1086

Contractor Coast Construction Company

Contract number 3054

Date of contract Aug. 19, 1948

Date of completion Oct. 15, 1948, 19

Date work started Sept. 20, 1948

Estimated date of completion June 15, 1949, 19

Amount of contract $ 10,988.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 10,279.60

Per cent of contract completed, based on total contract price %

Engineering cost to date $ 658.06, 99.81 %

Date project was completed June 15, 1949, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate on this project completed and is being transmitted to the Division Engineer along with supporting data.

NOTED

Signed D. J. Barker

Address P. O. Box 4644 Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED

E. M. [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
1949
OFFICE OF
MAINTENANCE ENGINEER

RECEIVED
JUN 23 1949
FOR FILING

UI-306(5)

2-51

June 20, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 3, Oregon

Dear Sir:

This is to advise you that work was completed on June 15, 1949 on Contract No. 3054, Front Avenue (Sheridan St.-Bancroft St.), topsoiling and Seeding Section in connection with Federal Aid Project No. UI-306 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[redacted]
cc: John Cattrall

RECEIVED
MAY 10 1949
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

4J 206 (5)

3054

Salem, Oregon
May 4, 1949

SUBJECT: Maintenance in Front Avenue Project

To: Mr. W. C. Williams
First Assistant Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

I was in Portland yesterday and discussed with Park Department officials the proposed planting contract on the Alder-Sheridan and Sheridan-Bancroft sections of the Front Avenue project.

In the course of this talk, Mr. Nussbaumer advised me that they had included equipment in their budget for maintenance of the lawn and for the construction of the building under the Arthur Street crossing for the storage of that equipment, and that the total item had been eliminated from the budget by Commissioner Bean. Even after the agreement between the City and the State Highway Commission had been called to his attention, Mr. Bean stated that it was probable that the City would not maintain the areas as previously agreed to because of lack of funds.

This action cannot be considered as final. Mr. Nussbaumer stated that he would keep me advised of the actions taken on this subject.

Mark H Astrup
Mark H. Astrup
Landscape Engineer

MHA:be

RECEIVED
MAR 29 1949
FOR FILING

UI-306(5)

3054

March 28, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the arrangement outlined to you a few days ago whereby the quantity of rye grass seeding work to be performed on the Sheridan St.-Bancroft St. Section of Front Avenue in the City of Portland (UI-306 (5), Contract 3054) is to be cut back from 7.0 acres to 3.0 acres to avoid conflict with lawn grass seeding work proposed to be done under a contract to be let on April 11th.

It is agreed that, in the event this reduction in quantity makes necessary the allowance of extra compensation to the contractor, the extra expense involved will be borne by the State without federal participation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:ew

RECEIVED
MAR 18 194
FOR FILING

HI-26(5)

2054

File

March 17, 1949

Mr. Ben Morrow
Engineer of Water Board
City of Portland
Portland 4, Oregon

Dear Sir:

The State Highway Department contemplates the award of a contract for the landscaping of the Sheridan Street-Bancroft Street Section. On this project we will need five two-inch meters and one 1½-inch meter. This is your authority to install these meters and bill the Highway Department in accordance with our usual practice.

You may consult with Resident Engineer Barbee for details of the installation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. M. H. Astrup
Mr. A. G. Skelton
Mr. D. B. Barbee

RECEIVED
FEB 3 1949
FOR FILING
UI-306(5)
3054

February 2, 1949

Coast Construction Co.
2944 S. E. Powell Blvd.
Portland 2, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 24, 1949, had under discussion your request for an extension of time of 127 days, from October 15, 1948 to May 31, 1949, within which to complete your contract No. 3054 for topsoiling and seeding on the Front Ave. (Sheridan St.-Bancroft St.) Section of Pacific West Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Shelton,
Division Engineer,

M. O. Smith

NOTED ON CARD
2-3-49

RECEIVED
JAN 18 1949
FOR FILING

41-316 ([illegible])
3054

January 18, 1949

Request for extension of time
No. 17
January 24 and 25 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from the Coast Construction Company for an extension of time on Contract No. 3054, top soiling and seeding of the Front Avenue Section of the Pacific Highway West, from October 15, 1948 to May 31, 1949.

Completion of this contract was predicated on the prime contractor on the Front Avenue Project completing his section by October 1. Because of the failure of the prime contractor to complete on time, the Coast Construction Company is unable to proceed with its work. I would recommend that this extension be granted without penalty.

This recommendation is concurred in by Mr. T. H. Davis of the Public Roads Administration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
JAN 10 1949
FOR FILING

UI 306(5)

3054

January 10, 1949

Mr. T. M. Davis, District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Will you kindly concur an extension of time on Contract No. 3054, Topsoiling and Seeding of the Front Avenue Section of the Pacific Highway West Oregon UI-306 (5) from October 15, 1948 to May 31, 1949.

Because of the failure of the prime contractor on the Front Avenue Project to complete his work, the contractor on the Topsoiling and Seeding was unable to proceed.

I would recommend that this extension be granted without penalty.

R. H. Baldock
State Highway Engineer

By:
W. C. Williams
Assistant State Highway
Engineer

cc: H. G. Smith

RECEIVED
JAN 10 1949
FOR FILING

UT [illegible] (5)

3054

Salem, Oregon
January 10, 1949

Mr. J. M. Devers

During the heavy rains of mid-winter, a slide developed on property along the Front Avenue project in Portland, resulting in some damage to the property of Mrs. Cofer, 1535 S. W. 6th Avenue.

The slide has been stopped by excavation and backfilled with rock, and it will be necessary to do some more work next spring when soil conditions will permit. In the meantime, it might be well for you to have one of your right of way men look the property over to determine what should be a fair settlement for the damage that has previously occurred.

A. G. Skelton, Division Engineer at Portland, will be glad to show your men over the slide area.

W. C. Williams

WCW:ms

cc Mr. H. G. Smith
Mr. A. G. Skelton

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7th, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

A slide occurred opposite "BT" line Section 192 on the Sheridan Street-Bancroft Street Section of the Front Avenue Project. This slide involved the property of Mrs. Cofer of 1535 S. W. Sixth Avenue.

The slide has been stopped by the excavation of a considerable portion of the moving material and backfilling with rock, but we intend to do some work next spring on Mrs. Cofer's yard as the ground is too soft to do anything at this time. Inasmuch as a certain amount of damage was done to the shrubbery and lawn in her back yard and she kept the property vacant for a certain time, the matter should be referred to the Legal Department for a settlement with Mrs. Cofer.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

NOTED
W. C. WILLIAMS

HGS:AR

RECEIVED
SEP 22 1948
FOR FILING

UI-306 (5)

3054

September 21, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on September 20, 1948 on Contract No. 3054, Front Avenue (Sheridan St.-Bancroft St.) Section, in connection with Federal Aid Project No. UI-306 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. G. Smith
Acting State Highway Engineer

DBP/gs

RECEIVED
SEP 17 1
FOR FILING

UI-306 (5)

3054

September 16, 1948

Coast Construction Co.
2944 S. E. Powell Blvd.
Portland 2, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3054 which was awarded to you on August 19, 1948 by the State Highway Commission, covering the Front Avenue (Sheridan St.-Bancroft St.) Section of the Pacific Highway West in Multnomah County. This copy is for your record and files. An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

ORGEGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
AUG 26 1948
FOR FILING

UI-306(5)

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

JOSEPH L. EGAN
PRESIDENT

1201

File

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA240 GOVT PD=PORTLAND ORG 19 431P=

R H BALDOCK, STATE HIGHWAY ENGINEER=

1948 AUG 19 PM 4 44

AS REQUESTED WE HEREBY CONCUR IN AWARD OF CONTRACT TODAY TO COAST CONSTRUCTION COMPANY, PORTLAND WHO SUBMITTED THE LOW BID OF $10,988 FOR TOP SOILING AND SEEDING OREGON PROJECT UI-306(5) SHERIDAN STREET - BANCROFT STREET SECTION, FRONT AVENUE PROJECT=

T M DAVIS PUBLIC ROADS ADMINISTRATION=

$10,988 UI-306(5).

alt. Bid.
RHB letter
8/18/48

Award as of
Aug. 19 '48
W.C. Williams

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
AUG 20 1948
FOR FILING

111-306(5)

August 18, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

For top-soiling and seeding the Sheridan Street-Bancroft Street Section of Front Avenue, the low bid was submitted by the Coast Construction Company. The Coast Construction Company submitted a bid on the basis of $2.34 per yard for furnishing and placing top soil from the state-controlled area and a bid of $500 per acre for fertilizing and seeding.

The Company submitted an alternate bid on which it bid the price of $1.44 for furnishing and placing top soil if it is permitted to use top soil from its own property located at S. E. 30th and Powell Boulevard. The alternate bid for fertilizing and seeding was the same as the regular bid, or $500 per acre.

Bid returned to Secretary

We have investigated the top soil on the Company's property at S. E. 30th and Powell Boulevard and find it equal in suitability to that in the state-controlled area. On this basis we respectfully request your concurrence in the awarding of the contract to the Coast Construction Company on its alternate No. 1, which is at the following bid amounts:

	Unit Price	Amount
1. Furnishing and placing topsoil 5,200 cu. yds.	$ 1.44	$ 7,488.00
2. Fertilizing and Seeding 7 acres	500.00	3,500.00
Total Amount of Bid		$10,988.00

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
S. H. Probert
M. M. Astrup

334-4001 Beaverton Oiling & Paving Project
on Lombard Ave. & East St. City
#3055 of Beaverton 1948

RECEIVED
JUL 1 [illegible]
FOR FILING
334-4001
3-55

July 15, 1949

Mr. Cecil [illegible] Crum
Route 5, Box 340
Portland 1, Oregon

Dear Sir:

We are referring your letter to our Construction Engineer in order that he may make an investigation of the work done by the contractor in Beaverton.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW/pd

cc: H. G. Smith

RECEIVED
JUL 15 1949
OREGON
STATE HIGHWAY COMMISSION

(Rt 5 Box 34)
Portland 1 Oregon
July 14, 1949

Oregon State Highway Commission
Salem, Oregon

Gentlemen

I know this won't do any good, but as one who is helping to pay the freight, I would like to know why the commission don't exercise some control over this Contractor Yette in this highway work in Beaverton. It is next to impossible to get in and out of the town, the crossings he provides are so full of deep holes and in most part one lane that they are dangerous to life and property, impede traffic on main highway. I know we the public expect to be inconvenienced some during this work. However making all allowances there is no excuse, what so ever, for these crossings, to be so rough. Then when he bridges the new pavement he makes a one lane affair out of that Is material so scarce that 2 lanes can't be provided? Looks to a good many like the contractor dose just as he pleases and the public can go hang.

Another item of highway control. out on Baxter Blvd. at 55 ave. intersection, which is on a long curve, sharp down grade, and highway traffic traveling at any speed from 50 to 80 mi per hr. its a life and death matter to get out to the high way. A driver on 55 just can't see far enough to his left or right either to make an entrance with any degree of saftey.

A light such as we have on

on Canyon Road at intersection of Canyon Lane seems to me would save lives and property, at same time slow down some of these speed demons. All these 4 lane roads are any way are race tracks for high powered cars driven at a speed not far be-low that of a racing car built for speeding.

I drive all the time over the country and seldom out a day that I don't find the roads blocked by some Contracto Tel. Phone or other Utility Co. and all with no regard for use of the road

We are all getting fed up on it and are willing to cooperate but it has gone beyond that.

Very truly
Pearl E Crim

RECEIVED
DEC 16 1948
FOR FILING

334-4001

3055

December 15, 1948

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

This is to advise you that State Highway Contract No. 3055 for work on the Beaverton Section in Washington County, has been completed by the contractor, Porter Yett, and that final payment in the amount of $161.28 will be made on or after December 27, 1948.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $5,375.85 and that no force account work was performed therein. This contract was completed on October 18, 1948 and accepted by the Commission on November 3, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FB

cc - Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

12-15-48

RECEIVED
DEC 9 1948
FOR FILING
334-4001
3055

November 30, 1948

Mr. Porter Yett
6500 N. E. Ainsworth St.
Portland 13
Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 3, 1948, had under discussion your request for an extension of time of 20 days, from September 30 to October 20, 1948, within which to complete your contract No. 3055 for the Beaverton Section in Washington County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. C. Shelton,
Division Engineer

N. G. Smith

NOTED ON CARD
11-30-48 gl

RECEIVED
NOV 22 1948
FOR FILING
334-4001
3055

November 19, 1948

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Porter Yett, on contract No. 3055 for oiling and paving on the Beaverton Section in Washington County. This payment, in the amount of $5,214.57, will be made on or after November 29, 1948. The retained percentage is $161.28.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Continental Casualty Co.
Mr. Warner H. Bruce, Manager
1411 Fourth Ave.Bldg.
Seattle, Wash.

Tate,Westenfelder & Berg,Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
11-17-48 gl

RECEIVED
OCT 29 1948
FOR FILING
324-4001
3055

Salem, Oregon
October 29, 1948

Mr. S. H. Probert
Office

Attached is one copy of an option for cooperative construction project in the City of Beaverton, particularly covering improvement of East Street from the Tualatin Valley Highway to the United Railways tracks, and Lombard Street from the Southern Pacific Railroad to 13th Street.

The original copy has been retained by Mr. Glaisyer for the files of the Commission, and an approved copy has been mailed to the City Recorder of Beaverton.

L. H. Warfield
Staff Engineer

1 cc: Forrest Cooper
2 cc: H. G. Smith

FORM E-90 26M 5-48 22304

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1948

SUBJECT:

To: Mr. R. H. Baldock

Herewith I hand you four approved copies of an option for cooperative construction project in the City of Beaverton, particularly covering improvement of East Street from the Tualatin Valley Highway to the United Railway tracks, and Lombard Street from the Southern Pacific Railroad to 13th Street. These are for further handling by you.

The origianl copy has been retained by me for the files of the Commission, and an approved copy has been mailed to the City Recorder of Beaverton.

HBGlaisyer
Secretary

gl
attachments 4

1 [illegible]
2 [illegible]
1 [illegible]

RECEIVED
OCT 29 1948
FOR FILING

334-400

3055

October 28, 1948

Oregon State Highway Commission

Request for extension of time
No. 18
November 3 and 4

Gentlemen:

Herewith a request from Porter W. Yett, for an extension of time on Contract No. 3055, City of Beaverton City Street Section, from September 30, 1948, to October 28, 1948.

The City of Beaverton did not have the grade prepared for paving operations at the time that the contractor expected to start work. It also rained the latter part of September, which had a tendency to further delay him.

This project is now complete and I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
H. G. Smith

Beaverton
250 ✓

1948

FORM E-122X 10M 5-48

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 28, 1948

NOTED
FORREST COOPER

Mr. E. J. Busse
City Recorder
Beaverton
Oregon

Dear Sir:

Enclosed herewith for the City's records and files is an approved copy of the "Option for Cooperative Construction Project" in the City of Beaverton, particularly covering improvement of East Street from the Tualatin Valley Highway to the United Railway tracks, and Lombard Street from the Southern Pacific Railroad to 13th Street.

This option was approved and accepted by the State Highway Commission at its regular meeting August 9, 1948. Will you please bring this to the attention of the city counsel.

Respectfully yours

HBGlaisyer Jr

Secretary

gl
encl. 1

NOTED
Harold C. Avers

cc: Hon. Paul H. Knepp, Mayor
City of Beaverton
Beaverton, Oregon

✓ Mr. Forrest Cooper

RECEIVED
OCT 29 1948
ENGINEER
COUNTY [illegible]

NOTED
J. F. HAGEMANN

Beaverton
$250,000 Fund
(1948)

Beaverton Agreement with Porter W. Yett Signed Aug 27, 1948

0.64 miles of Oiling & Paving

				Unit Price		
1-	220	tons	Class 'B' Asph. Conc.	$10.00	=	$2200.00
2.	0.60	Miles	Prep. of Base	200.00	=	120.00
3-	350	Cu Yds.	Furn. & Place Agg.	5.00	=	1750.00
4-	30	Tons	Furn. & Place 151-200 Asph.	50.00	=	1500.00
			Total			$5570.00
			10% Engr & Cont.			557.00
						$6127.00
			Survey			600.00
			Expected Ultimate Cost			$6727.00

Engrs Est.

1-	$12.00	=	$2640.00
2-	200.00	=	120.00
3-	5.00	=	1750.00
4-	50.00	=	1500.00
	Total		$6010.00

Hagemann

NOTED
J. [illegible]

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

NOTED
JOHN W. CATTRALL

Form E-1—8M—1-46

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 23, 1948

Section Beaverton City Streets

Kind of work Oiling & Paving

Highway Lombard & East St.

Section prefix 334-4001

Contractor Porter W. Yett

Contract number 3055

Date of Contract August 27, 1948

Date of completion Sept. 30, 1948

Date work started Oct. 11, 1948

Estimated date of completion Oct. 18, 1948

Amount of contract $ 5,570.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 5,570.00

Per cent of contract completed, based on total contract price %

Engineering cost to date $ 200, 70 %

Date project was completed Oct. 18, 1948

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor put down the final seal on Lombard Ave. of Monday, Oct. 18, and which completes this job. East St. paving was completed last week.

Signed

Address Portland, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				0.6	.044
Miles partially completed					
Miles completed				0.6	.044
Total estimated quantities					220 tons
Estimated quantities moved or placed to date					220 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				10	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ......1......, Rollers ......1......, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
SEP 10 1948
FOR FILING

334-4001

3055

September 9, 1948

Mr. Porter Yett
6500 Ainsworth St.
Portland 13
Oregon

Dear Sir:

I enclose herewith, for your record and files, a fully executed agreement contract No. 3055 between the State Highway Commission and yourself, covering the oiling and paving of certain streets in the Town of Beaverton in the amount of $5,570.00.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl
encl. 1

RECEIVED
AUG 27 1
FOR FILING

3055 -

234 - 4001

August 27, 1948

Memorandum to the State Highway Commission

Attached for your approval are four copies of an agreement with Porter Yett for oiling and paving certain streets in the town of Beaverton in the amount of $5,970. This job is one of those for which bids were to be opened on August 10. No bids were received at that time and authority was granted to the Engineer to negotiate the contract with Mr. Yett for the above amount. This action was taken late in the day on August 10.

The agreement has been signed by Porter Yett and approved by Mr. W. C. Williams, Assistant State Highway Engineer, and J. M. Devers, Chief Counsel.

Secretary

FAQ:dr
Enc.

cc - Mr. Floyd Query

Beaverton
$250,000 fund
(1948)

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1948

SUBJECT: City agreements -
$250,000 fund

COPY

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

All agreements with regard to the city projects under the $250,000 fund for which bids are to be called at the Highway Commission meeting on August 9 and 10, have now been signed by the cities. The cities involved are listed below, together with the dates on which the agreements were forwarded to your office.

Beaverton - - - - - - - - - - - - - - July 29, 1948
Central Point - - - - - - - - - - - - June 1, 1948
(Forwarded to you
by George Neuner)
Florence- - - - - - - - - - - - - - - July 29, 1948
Newport - - - - - - - - - - - - - - - July 26, 1948
(Forwarded to you
by H. B. Glaisyer)
Tillamook - - - - - - - - - - - - - - July 16, 1948

Agreement with the City of Central Point was approved by the Highway Commission at its June meeting.

Very truly yours,

C. H. Armstrong
Engineer, County and City Relations

me

cc Mr. H. B. Glaisyer

[illegible]
[illegible]
(1948)

Salem, Oregon
July 29, 1948

Cooperative agreement -
City of Beaverton ($250,000
fund)

Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

I am attaching hereto a cooperative agreement between the City of Beaverton and the State Highway Commission, concerning the proposed project on East Street and Lombard Avenue in Beaverton ($250,000 fund). Bids are being called for this project on Tuesday, August 10.

This agreement is now ready for the approval of the Highway Commission.

Very truly yours,

C. H. Armstrong
Engineer, County and City Relations

me

Encl.

cc Mr. Virgil O'Neil

NOTED
Harold C. Ayers

2 [illegible]
#250, [illegible]
[illegible])

NOTED
C. H. AR[illegible]RONG

July 29, 1948

Mr. Paul H. Knapp, Mayor
Beaverton, Oregon

Dear Sir:

For your information, we are forwarding to you, under separate cover, a copy of the bid proposal and plans for the improvement of Lombard Avenue and East Street under the $250,000 special fund established by the last legislature. Bids for this project will be received Tuesday, August 10, by the State Highway Commission.

Very truly yours,

C. H. Armstrong
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mne

Beaverton 7-14-48

Took both 250,000 agreement and encroachment agreement over to Mr. Rotnig who very carefully read them over. Then said as I was late in arriving, it would be impossible to have council meeting before Friday night July 16.

He said 250,000 agreement was just like our conversation of last week and as he had presented to council, so said there was no doubt it would be signed at that time and he would send both instruments to me same night -

HCG.

Beaverton
$250,000 Fund
(1948)

July 12, 1948

Mr. N. M. Romig
City Manager
Beaverton, Oregon

Dear Sir:

Reference is made to our telephone conversation of the morning of July 12, in which you requested grades for East Street.

Enclosed please find plan and profile for the project on East Street in your city. All elevations shown on the profile are based on U. S. & G. S. datum.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. H. Armstrong
Engineer, County and City Relations

JWC:me

Encl.

NOTED
Harold C. Ayers

From Engineers Estimate
East and Lombard Street.

7-6-18

Beaverton.
(City)

	Unit	net quantity	allow	Gross quantity	unit price	Cost
1. Gen. Exc. Unclas.	Cu.yd.	782	68	850	2.00	$1700.00
2. 3"-0 C.R. in base.	..	750	75	825	3.50	2887.50
3. 3/4"-0	..	133	17	150	3.50	525.00
4 Sprinkle	Mgal.	27	3	30	3.00	90.00
						$5202.50
		Plus 10%				520.25
						$5722.75

State

5- R.C 3" in Binder.	ton	7	1	8	50.00	400.00
6. 3/4"-0 in Binder.	Cu.yd.	18	2	20.	4.00	80.00
7. 151-200 Bit Cem.	ton	20	2	22	50.00	1100.00
8. Aggregates.	Cu.yd.	298	32	330	5.00	1650.00
9. Class B. A.C.	ton	221	19	240	12.00	2880.00
						$6110.00
		Plus. 10%				611.00
						6721.00
		Eng.				$ 534.00
						7255.00

ENGINEER'S ESTIMATE
GRADING & RESURFACING
LOMBARD & EAST STREETS
BEAVERTON - WASHINGTON CO.

	Unit	Net Quantity	Allow.	Gross Quantity	Unit Price	Cost
1. Gen. Exc. Unclassified	Cu. Yd.	782	68	850	2.00	$1,700.00
2. 3"-0" Crushed Rock in Base and Shoulders	Cu. Yd.	750	75	825	3.50	2,887.50
3. 3/4"-0" Cr. Rock in Base	Cu. Yd.	133	17	150	3.50	525.00
4. Sprinkling	M. Gal.	27	3	30	3.00	90.00
5. RC-3 or RT-4 in Binder Course & Seal Coat	Ton	7	1	8	50.00	400.00
6. 3/4"-0" Crushed Rock in Binder Course	Cu. Yd.	18	2	20	4.00	80.00
7. 151-200 Bituminous Cement	Ton	20	2	22	50.00	1,100.00
8. Aggregates	Cu. Yd.	298	32	330	5.00	1,650.00
9. Class "B" Asphaltic Conc.	Ton	221	19	240	12.00	2,880.00
	Total					$11,312.50
	Plus 10% Engineering & Contingencies					1,137.50
			Total			$12,450.00

July 6, 1948

RECEIVED
JUL 9 1948
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. [illegible]

SPECIAL PROVISIONS
BEAVERTON-RESURFACING
WASHINGTON COUNTY

TIME AND PLACE OF RECEIVING BIDS

To be furnished by the Salem office.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under this contract, if awarded, consists of the following work on a section of Lombard Street and on East Street in the Town of Beaverton, Washington County.

1. Widening and resurfacing Lombard Street from the Southern Pacific railroad to 13th Street, a distance of 3160 feet, involving approximately 600 cubic yards of excavation, 810 cubic yards of crushed rock material, and 5600 square yards of Type O-11 mat surfacing.

2. Widening and resurfacing of East Street from the Tualatin Valley Highway to the United Railway tracks, a distance of 252 feet, involving approximately 275 cubic yards of excavation, 280 cubic yards of crushed rock material, and 260 tons of asphaltic concrete pavement.

CLASS OF PROJECT

The project to which this contract applies is a State-City Project, and is to be financed without aid from the Federal Government.

DATE OF COMPLETION

The work to be done under this contract shall be completed not later than September 15, 1948.

EARTHWORK

Work to be Done:

Under this specification the contractor shall perform all excavation and embankment work, and all other earthwork called for by the plans, or ordered by the engineer in connection with the construction as planned.

STANDARD SPECIFICATIONS TO APPLY:

All excavation and embankment construction work, and all other earthwork shall be performed and paid for in accordance with the standard specifications for "Earthwork", as given in Section 12 of the standard specification form, except as those specifications are supplemented and modified by the provisions which follow.

Kind of Excavation:

Pay excavation shall be of one kind, and will be called General Excavation, single classification.

Disposal of Waste Material:

Roadbed excavation material not required for embankment construction and filling within the limits of the project shall be used in the construction of certain city streets in Beaverton. Insofar as this contract is concerned, material so wasted shall be hauled to the place of deposit and truck spread. The leveling and compacting of material so placed will be done by others than the State contractor.

No Payment for Hauling:

It shall be understood that the cost of hauling or moving excavated materials from the place of excavation to the place of deposit will be covered and included in the pay item for excavation, and no separate or additional payment will be made for hauling of such materials. The length of haul for waste material will not exceed one mile.

ROCK BASE

Work to be Done:

Under this specification, the contractor shall construct the rock base as called for by the typical cross section plans. Also, the contractor shall construct rock base on approach roads, road connections and street connections as ordered by the engineer.

Standard Specification to Apply:

The base shall be constructed and paid for in accordance with the standard specification for "Rock Base-Specification 'B'," as given in Section 18 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Cross Section and Number of Courses:

The cross sections to which the rock base is to be constructed are as indicated by the typical cross section plans.

The base shall be constructed in two courses, which courses will be hereinafter referred to as the "Bottom Course" and the "Top Course."

The bottom course of the rock shall be constructed in two spreads of approximately equal thicknesses to a total compacted thickness of seven inches.

The top course of the rock base shall be constructed in one spread to a compacted thickness of one inch.

Kind of Materials for Bottom Course:

The materials to be used in the construction of the bottom course of the base may be bank run gravel, pit run gravel, screened gravel, crushed rock or crushed gravel meeting the requirements hereinafter set forth.

If a gravel deposit from which the bottom course material is furnished contains more than five per cent of gravel larger than the specified maximum size of material to be furnished for the course, the oversize materials shall either be screened out of the furnished product, crushed to proper size or otherwise removed from the furnished product prior to delivery of the surfacing material on the road.

If the gravel deposit from which the bottom course material is furnished contains not more than five per cent of gravel larger than the specified maximum size of material to be furnished for the course, the screening of the gravel or elimination of such small quantity of oversize material will not be required and the furnished product may be pit run or bank run gravel obtained from that deposit, provided that it meets all other specified requirements.

If 3"-0" crushed gravel is furnished for the bottom course of the base, it shall be manufactured from a gravel, at least fifty per cent of which shall be retained on a screen having three inch square openings.

Kinds of Material for Top Course:

The material to be used in the construction of the top course of the base shall be crushed rock or crushed gravel. If crushed gravel is furnished, it shall be manufactured from gravel, all of which will be retained on a screen having one inch square openings.

Quality of Materials:

That part of the material used in the construction of the base which passed the No. 40 sieve (U.S. Series) shall, when subjected to the Standard Method of Determining the Plasticity Index of Soils (A.A.S.H.O. Method T-91), show a plasticity index not exceeding six.

The materials to be used in the construction of the base shall be gravel and/or rock which, when subjected to the Standard Los Angeles Abrasion Test of Course Aggregate (A.A.S.H.O. Method T-96), show a percentage of wear as follows:

Kind of Material	Maximum Percentage of Wear
Rock	35
Gravel	24

Source of Materials to be Selected by Contractor:

The materials shall be obtained from such source or sources of suitable rock or gravel as the contractor may elect to use. He shall, himself, acquire the right to take materials from the source or sources used and shall bear all expense involved, as set forth in Articles 18-4 and 18-5 of the standard specification.

Sizes of Materials:

The sizes of materials to be used in the respective courses of the base shall be as follows:

Name of Course	**Size of Material**
Bottom Course	3"-0"
Top Course	3/4"-0"

Each size of material shall be uniformly graded from dust to its specified maxium size. Of the 3"-0" size of material, at least thirty five per cent of it shall be retained on a screen having one inch square openings.

The dimensions used in the above size specifications shall be understood to be the limiting diameters of the pieces of rock as measured by laboratory screens having square openings.

The percentage of material passing a screen having one quarter inch square openings shall be as follows:

	Percentage Passing 1/4 inch Square Screen	
Size of Material	**Maximum**	**Minimum**
3"-0"	40	20
3/4"-0"	50	30

Details of Construction:

The rock base shall be constructed in the manner stated in the standard specification. Incorporation of filler materials will not be required.

Measurement and Payment:

The basis of measurement and payment for the construction of the rock base will be as specified in the standard specification, except as follows:

(a) The pay items will be:

1. 3"-0" Material in Base
2. 3/4"-0" Material in Base
3. Sprinkling

(b) The pay quantities of items Nos. 1 and 2 of the above listed items will be determined on a volume basis, the unit to be the cubic yard. Measurement of the materials is to be made in the hauling vehicle at the point of deposit. To facilitate measurement in this manner, the contractor shall, by striking off or by some other satisfactory means, bring the top of each load to a level surface with all corners completely filled.

SPRINKLING

All sprinkling work authorized by the engineer shall be performed and paid for as specified in the standard specifications for "Sprinkling" as given in Section 21 of the standard specification form.

BITUMINOUS BINDER COURSE

Work to be Done:

Under this specification, the contractor shall construct a binder course of bituminous cement and 3/4"-0" crushed rock or gravel on the surface of the new rock base throughout the length of Lombard Street.

Standard Specification to Apply:

The applying of the bituminous binder course shall be performed and paid for in accordance with the standard specification for "Oil Mat Wearing Surface," as given in Section 26 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Bituminous Cement:

The bituminous cement to be used in the binder course shall be either RC-3 Rapid Curing Cutback Asphalt or RT-4 Tar as the Highway Commission may determine at the time the award of contract is made.

RC-3 Rapid Curing Cutback Asphalt used in the binder course shall conform with the requirements for that grade of asphalt as given in the A.A.S.H.O. Standard Specification for Cutback Asphalt (Rapid Curing Type), A.A.S.H.O. Designation M-81.

RT-4 tar used in the binder course shall conform with the requirements for that grade of tar as given in the A.A.S.H.O. Standard Specifications for Tar for Use in Road Construction (A.A.S.H.O. Designation M-52).

Aggregates:

The cover material or aggregates to be used in the binder course shall be crushed rock or gravel of the same size (3/4"-0"), kind, and quality, as is hereinbefore specified for crushed rock or gravel to be used in the construction of the top course of the gravel base.

Source of Materials:

Gravel of suitable quality from which to manufacture the crushed gravel is obtainable at the same location and under the same conditions as are hereinbefore specified for gravel for use in the construction of the gravel base.

Preparation of Base:

The base upon which the asphaltic concrete mixture is to be placed consists of an existing asphaltic concrete pavement, Portland cement pavement, and of new rock base material.

Where the base is the existing asphaltic concrete pavement or Portland cement concrete, the surface thereof shall be made clean and free of dust, dirt, and mud and other objectionable matter.

The sprinkling of asphalt on existing pavement surfaces will not be required.

Heating of pavement surfaces prior to the spreading of asphaltic concrete mixture will not be required.

Other than as above specifically provided, all bases upon which the asphaltic concrete mixture is to be placed shall be prepared as specified in Article 30-9 of the standard specification. No separate payment will be made for the preparation of base as above outlined, it being understood that the cost thereof is reflected in one or more of the bid items.

Asphalt or RT-4 Tar shall be applied at such rate between [illegible] 0.50 gallons per square yard as the engineer may order. The spread of asphalt shall be followed immediately with a spread of 3/4"-0" crushed aggregate, the spread to be made at such rate between 0.006 cubic yards and 0.012 cubic yards per square yard as the engineer may order.

The spread of 3/4"-0" crushed aggregate shall be smoothed with a blade grader and while the blading is in progress, additional crushed aggregate shall be added as may be necessary to insure complete coverage and smooth surface. The course shall then be rolled until thoroughly compacted, after which it shall be allowed to set for a period as long as three days, if so ordered by the engineer, before commencing the construction of the bituminous wearing surface.

Measurement and Payment:

The pay items in connection with the application of the bituminous binder course shall be as follows:

1. ~~Preparation of Base~~
2. 3/4"-0" Material in Binder Course
3. Furnishing and Placing RC-3 Asphalt or RT-4 Tar in Binder Course
4. Sprinkling.

Payment for these items, when made at the prices bid for them, shall comprise full and complete payment for the application of the bituminous binder course, in accordance with the foregoing specifications, and no special or additional payment will be made for any work or materials that are called for by the specifications or that are required to produce the specified results.

The basis of measurement and payment for items ~~1~~, ~~3~~ and ~~4~~ of the above listed pay items shall be the same as is specified for corresponding items in the standard specification.

The pay quantities of item No. ~~2~~ 1 of the above listed items will be determined on a volume basis, the unit to be the cubic yard. Measurement of the materials is to be made in the hauling vehicles at the points of deposit. To facilitate measurement in this manner, the contractor shall, by striking off, or by some other satisfactory means, bring the top of each load to a level surface with all corners completely filled.

OIL MAT WEARING SURFACE (TYPE O-11)

Work to be Done:

Under this specification, the contractor shall construct an oil mat wearing surface, Type O-11, throughout the limits of Lombard Street, insofar as it concerns this contract.

Standard Specifications to Apply:

The construction of the oil mat wearing surface shall be performed and paid for in accordance with the standard specification for "Oil Mat Wearing Surface" as given in Section 26 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Tack Coat:

Part of the oil mat wearing surface will be applied over an existing oil surface, and part over new rock sub-base. On the existing oil surface portion of the roadbed, a tack coat of RC-3 Cutback Asphalt using between 0.10 and 0.15 gallons per square yard shall be spread prior to placing the first course of the oil mat. Immediately following the spreading of the tack coat, the oil mat surfacing, Type 0-11, as specified in Table 2, Section 26-10 of the standard specifications, shall be constructed.

Bituminous Cement:

The bituminous cement used in the first and second course and the first seal of the wearing surface shall be 151-200 asphalt conforming with the requirements for that grade of asphalt as given in A.A.S.H.O. Standard Specifications for Asphaltic Cement, M-20. The bituminous cement to be used in the second seal coat of the wearing surface shall be RC-3 Rapid Curing Cutback Asphalt, conforming to the Standard Specifications for Cutback Asphalt, A.A.S.H.O., Designation M-81.

Kind and Quality of Aggregates:

The aggregates to be furnished under this specification shall be furnished by the contractor and shall be clean crushed rock or clean crushed gravel, which shall conform to the requirements set forth in the standard specification form, except as those requirements are supplemented and modified by the provisions which follow:

1. When the rock or gravel from which the mineral aggregate is manufactured is subjected to the Standard Los Angeles Abrasion Test of Coarse Aggregate (A.A.S.H.O. Method T-96), it shall show a percentage of wear limited as follows:

Kind of Material	Maximum Percentage of Wear
Rock	30
Gravel	20

2. If crushed gravel is furnished, the 3/4"-1/2"-1/4" sizes of aggregates shall be manufactured from a gravel, all of which is retained on a screen having one inch square openings.

3. That part of the 1/4"-0" size of aggregates which passes the No. 40

sieve (U.S. series) shall, when subjected to the Standard Method of Determining the Plasticity Index of Soils (A.A.S.H.O. Method T-91), show a plasticity index not exceeding six.

Source of Material to be Selected by the Contractor:

The material shall be obtained from such source or sources of suitable rock or gravel as the contractor may elect to use. He shall himself acquire the right to take materials from the source or sources and shall bear all expense involved, as set forth in articles 18-4 and 18-5 of the standard specifications.

Size and Quantity of Aggregates:

The size and approximate quantities of crushed materials to be furnished by the contractor for use in constructing the oil mat wearing surface shall be as indicated by the following table:

Size		Approximate Quantity
1-1/4"-3/4" Materials		125 Cu. Yds.
3/4"-1/2" Materials		50 Cu. Yds.
1/2"-1/4" Materials		85 Cu. Yds.
1/4"-0" Materials		40 Cu. Yds.
	Total	300 Cu. Yds.

Determination of Sizes:

The sizes of aggregates shall, in general, be determined by means of screens having round openings, except in the case of the 1/4" or smaller size screen. The screen is to be a screen having square openings.

Measurement and Payment:

The basis of measurement and payment for the construction of the oil mat wearing surface shall be as stated in the standard specifications, except as follows:

(a) The pay items will be:

1. Furnishing and Placing Aggregates
2. Furnishing and Placing 151-200 Asphalt
3. Furnishing and Placing RC-3 Emulsified Asphalt
4. Sprinkling

(b) No separate or additional payment will be made for the preparing of the base, as it is understood that the cost thereof is covered and included in the price bid for the item "Preparation of Base" as hereinbefore listed as a pay item under the heading "Bituminous Binder Course."

(c) The pay quantities of item 1 of the above will be determined on a volume basis, the unit to be the cubic yard. Measurement of the materials is to be made in the hauling vehicles at the points of deposit. To facilitate measurement in this manner, the contractor shall, by striking off, or by some other satisfactory means, bring the top of each load to a level surface, with all corners completely filled.

ASPHALTIC CONCRETE PAVEMENT

Work to be Done:

Under this specification, the contractor shall widen and resurface the existing pavement on East Street as called for by the plans.

Standard Specifications to Apply:

The asphaltic concrete shall be furnished, placed and paid for in accordance with the standard specifications for "Asphaltic Concrete Pavement" as given in Section 30 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Lines, Grades, and Cross Sections:

The asphaltic concrete to be placed under this contract shall be placed to the lines and grades established by the engineer. The cross sections to which the asphaltic concrete is to be constructed shall be as indicated by the typical cross section plans.

Class of Asphaltic Concrete to be Used:

The class of asphaltic concrete to be used for the widening and resurfacing purposes above defined shall be Class "B" Asphaltic Concrete.

Asphaltic Cement:

The asphaltic cement to be used in the asphaltic concrete shall be paving asphalt of 61-70 penetration, conforming with the A.A.S.H.O. Standard Specification for "Asphalt Cement," M-20, except that the flash point as determined by the A.A.S.H.O. (Method T-48) shall not be less than 400° Fahrenheit.

Modified Coarse Aggregate Requirements:

Coarse aggregate shall conform with the requirements given in Article 30-5 of the standard specification, except as follows:

1. If the 3/4"-1/4" size of coarse aggregate is to be gravel, it shall be well graded, clean, gravel, and shall contain not less than sixty per cent by weight of particles with at least one fractured surface.

2. When the coarse aggregate, or the rock or gravel from which it is manufactured is subjected to the Standard Los Angeles Abrasion Test of Coarse Aggregate (A.A.S.H.O. Method T-96), it shall show a percentage of wear limited as follows:

Kind of Material	Maximum Percentage of Wear
Rock	30
Gravel	22

Percentage of Asphaltic Cement to be Used in Mix:

The percentage by weight of the asphaltic cement included in the weight of the complete asphaltic concrete mixture will be between 5.5% and 7.5%, instead of between 5% and 8% as stated in Article 30-8 of the standard specification.

Volumetric Proportioning and Continuous Mixing Permitted:

Proportioning of materials by weighing, and the mixing of materials in separate batches, as called for by the standard specification, will not be required, and volumetric proportioning with continuous mixing will be permitted, provided the proportioning and mixing plant used meets the following requirements, and provided the resultant asphaltic concrete mixture, when tested by the engineer, is found to conform at all times with all specified requirements:

1. The plant shall be the product of a recognized manufacturer of asphaltic concrete mixing plants and shall be of a design that has demonstrated, in actual service, its ability to produce asphaltic concrete, conforming in all respects with specified requirements.

2. The plant shall include equipment for convenient and accurate calibration of aggregate feed orifices by means of weight test samples; this equipment to include test boxes and scales suitable for the handling of test samples weighing up to 800 pounds.

3. Satisfactory means shall be provided to afford a positive interlocking control between the feed of aggregates from the bins and the flow of bitumen from the meter or other proportioning source, which control can be locked to prevent variation, except as ordered by the engineer.

4. The mixer shall be of an approved twin pugmill type of a size and design which will meet specified requirements as to mixing time and thoroughness of mixing. The output of the pugmill in pounds per second shall not be greater than the dead capacity of the pugmill in pounds, divided by the specified minimum mixing time in seconds.

The provisions above stated shall not be construed as a waiver of any requirements of the specifications that can possibly be met by a properly designed and constructed continuous mixing volumetric proportioning type of plant.

Tolerance Limits Applicable In Proportioning of Materials:

The engineer's determination of the exact proportions in which the several constituents of the asphaltic concrete are to be mixed, which determination is mentioned in Article 30-8, will herein be referred to as the "Job Mix."

The job mix may be changed by the engineer from time to time with the view of obtaining the best product possible from the materials being accepted for the work. The proportions of the several constituents of the asphaltic concrete being produced shall conform with the job mix within tolerance limits as follows:

Aggregate Size	Tolerance (Plus or minus, in per cent of total mix)
1-1/4" to 3/4"	3.0
3/4" to 1/4"	4.0
1/2" to 1/4"	4.0
1/4" to 10 mesh	3.0
10 mesh to 200 mesh	3.0
Passing 200 mesh	1.0
Asphaltic cement	0.5

The proportions of the several sizes of aggregates passing the 10 mesh sieve shall conform with the job mix within tolerance limits as follows:

Aggregate Size	Tolerance (Plus or minus, in per cent of aggregate passing 10 mesh sieve
10 mesh to 40 mesh	7
40 mesh to 80 mesh	5
80 mesh to 200 mesh	5
Passing 200 mesh	4

Contractor to Provide Weight Scales

The asphaltic concrete mixture is to be weighed on platform weigh scales, which shall be provided by the contractor and used in accordance with the provisions given in Article 8-3 (on page 22) of the standard specification. The scales shall be tested and certified by the State Sealer of Weights and Measures.

Preparation of Base:

The base upon which the asphaltic concrete mixture is to be placed consists of an existing asphaltic concrete pavement, Portland cement pavement, and of new rock base material.

Where the base is the existing asphaltic concrete pavement or Portland cement concrete, the surface thereof shall be made clean and free of dust, dirt, mud, and other objectionable matter.

The sprinkling of asphalt on existing pavement surfaces will not be required.

Heating of pavement surfaces prior to the spreading of asphaltic concrete mixture will not be required.

Other than as above specifically provided, all bases upon which the asphaltic concrete mixture is to be placed shall be prepared as specified in Article 30-9 of the standard specification.

Side Forms May Not be Required:

The use of side forms will not be required, provided that the methods and equipment used in the work, produce a pavement laid to neat straight lines, proper thickness and specified crown and grade.

If the equipment and methods used in the work do not produce results satisfactory in the above respects to the engineer, then, and in that event, side forms for grade control, and for the retention of the asphaltic concrete mixture, will be required on the main highway roadbed. If required, the side forms shall be furnished and placed as called for in the standard specification, excepting that those portions of the standard specification which have to do with the forms being required to support the finishing machine will be waived, if the type of machine used does not ride upon the forms.

Trimming of Edges:

Where new asphaltic concrete is to be placed against existing pavement, the edges of the existing pavement shall be trimmed as necessary to remove ragged, broken, or badly misshapen portions of the pavement, and to provide a satisfactory face against which to construct the new pavement.

Temperature Limits of Mix on Road:

The temperature at which the asphaltic concrete is deposited on the road, shall range between 250 and 300 degrees Fahrenheit, as ordered by the engineer, instead of between 230 and 300 degrees Fahrenheit, as stated in Article 30-15 of the standard specification form.

Spreading and Finishing of Asphaltic Concrete:

The base and leveling courses of the asphaltic concrete pavement may be spread and finished by hand methods or my machine methods, as specified in Article 30-16 of the standard specifications.

The wearing surface course of the asphaltic concrete pavement shall be spread and finished by machine methods in accordance with the provisions given in Article 30-17 of the standard specifications, except that if the machine used is of such type that the wheel base rides entirely upon the base or foundation course, the wheel base support of the machine may be six feet or more in length, instead of ten feet or more in length, as specified in the standard specifications.

Top Seal May be Required:

If so ordered by the engineer, a topseal shall be applied to the newly constructed wearing surface.

The top seal shall be furnished and placed in accordance with the standard specification for "Top Seal", as given in Article 30-21 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

The sand to be used in the top seal shall be well graded 1/4"-0" aggregate instead of material passing a No. 10 sieve.

Asphaltic cement to be used in the top seal shall be 61-70 penetration asphalt instead of cutback asphalt (RC-4).

Measurement and payment for the furnishing and placing of the top seal will be made on the same basis and at the same bid price as applies to the furnishing and placing of the Class "B" asphaltic concrete, as hereinafter set forth.

Measurement and Payment:

The basis of measurement and payment for the construction of the asphaltic concrete pavement shall be as stated in the standard specification, except as follows:

(a) The pay item will be:

1. Class "B" Asphaltic Concrete

(b) The pay tonnages of the asphaltic concrete shall be determined by weighing the asphaltic concrete mixture on certified and accurate platform weigh scales furnished by the contractor.

MISCELLANEOUS PROVISIONS

Work to be Done by Others:

As part of the improvement of East Street, the City of Beaverton is to install curbs and sidewalks. It is anticipated that this part of the work will be completed prior to the time the State contract is awarded. Non-completion of the work to be performed by the City of Beaverton within the expected time will not, however, relieve the contractor of his obligation to entirely complete all work specified to be done under this contract. Neither will such non-completion entitle the contractor to extra compensation of any kind.

The contractor shall coordinate his activities with those of the City of Beaverton, and shall conduct his operations without interference with the operations of the city work.

Provisions for Traffic:

The work to be performed under this contract shall be performed without at any time closing Lombard Street or East Street to traffic.

In addition to the provisions given in the standard specifications for the safeguarding and handling of traffic past the work, the following provisions shall be applicable to the work to be done under this contract.

At entrances to service stations, parking lots, [illegible] grounds, commercial garages, other places of business, alleys, and residences, the contractor will be permitted to close the entrances to traffic for a period sufficient to allow the new surfacing to set up properly and bear traffic without damage to the surface.

The contractor shall provide flagmen, barricades, lights, and directional signs wherever and whenever they may be needed, to safeguard traffic, or to protect the work or workmen from injury.

Wherever detouring of traffic is authorized by the engineer, the contractor shall provide and maintain the flagmen, barricades, lights, and directional signs considered by the engineer to be necessary for the guidance of traffic over the detour.

Traffic shall not be permitted to come upon newly laid asphaltic concrete until the surface has set up sufficiently to carry the traffic without deformation.

All expense involved in making provisions for traffic as above specified, shall be borne by the contractor without compensation other than may be included in the price bid for the listed items.

Nothing herein contained shall in any way act as a waiver of the requirements given in the standard specifications, or elsewhere given in the pecial provisions relating to provisions for traffic.

sphaltic Concrete Re-Surfacing to be Placed During Dry Weather:

The asphaltic concrete resurfacing to be placed under this contract hall be placed during warm dry weather, and when the bases upon which it is o be placed are entirely dry. In case of differences of opinion as to the uitability of conditions for the placing of asphaltic concrete and oil mat earing surface, the opinion of the engineer shall govern.

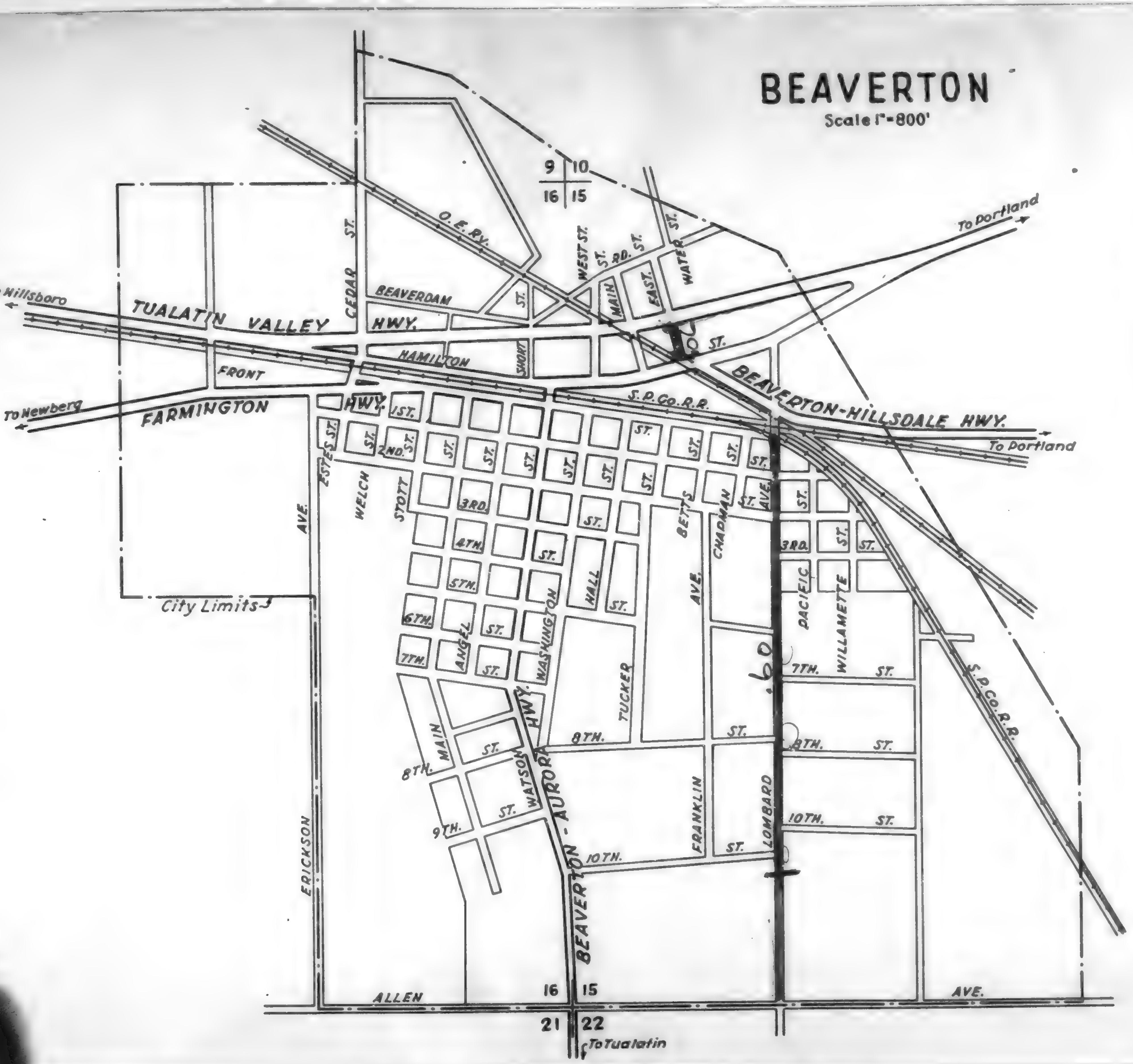
econstruction of Utilities:

The work of raising water valves, meter boxes, manholes, etc., within e limits of the project will be performed by the owner of the utility involved.

The contractor will be required to cooperate with the owner of such ility, and shall coordinate his operations with theirs in the most helpful nner possible. He shall give the owner adequate notice of his needs, and shall low them reasonable time for the performance of their work.

BEAVERTON

Scale 1" = 800'



Beaverton
$250,000 Fund
(1948)

Letter Dated April 22, 1948

To A. G. Skelton

From E. A. Collier

Re Maintenance Department to do work in Cornelius from $250,000 Fund (1948). Requests that Extra Gang Order be submitted. States project in Beaverton from this fund to be handled by contract.

Letter Filed Under File No. General
$250,000 Fund
(1948)

— Broadway from Lombard to City limits??

(He apparently means Lombard from Broadway to City limits)

INDEXED
JOHN W. CATTRALL

December 8, 1947

Mr. L. J. Busse
City Recorder
Beaverton, Oregon

Dear Sir:

We have received two copies of the resolution adopted by the City Council of Beaverton, in which the city officially requests partisipation in the $250,000 fund to be set up and administered by the State Highway Commission, as provided in Chapter 425, Oregon Laws 1947.

As soon as possible, someone from this Department will call at Beaverton and go over the streets on which improvement is requested with the city officials. It may be some time before this can be done, however, as there are quite a number of cities throughout the state which will have to be contacted.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Engineer, County and City Relations

[illegible]

RESOLUTION

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of **Beaverton** is an incorporated city of the State of Oregon, and has a population of ~~**1600**~~ 1492, as given by the latest official census, and

WHEREAS, the following streets of said city, **Hall Street from Watson to Tualatin Highway; East Street from Broadway to Tualatin Highway; West Street from Broadway to Tualatin Highway; ~~Broadway~~ Lombard from ~~Lombard~~ Broadway to City Limits.**

____

____

____

____,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: ________

Hall Street from Watson to Tualatin Highway; East Street from Broadway to Tualatin Highway; West Street from Broadway to Tualatin Highway; Broadway from Lombard to City Limits. ______________________________

____

____

____,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Beaverton does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 4th day of November, 1947.

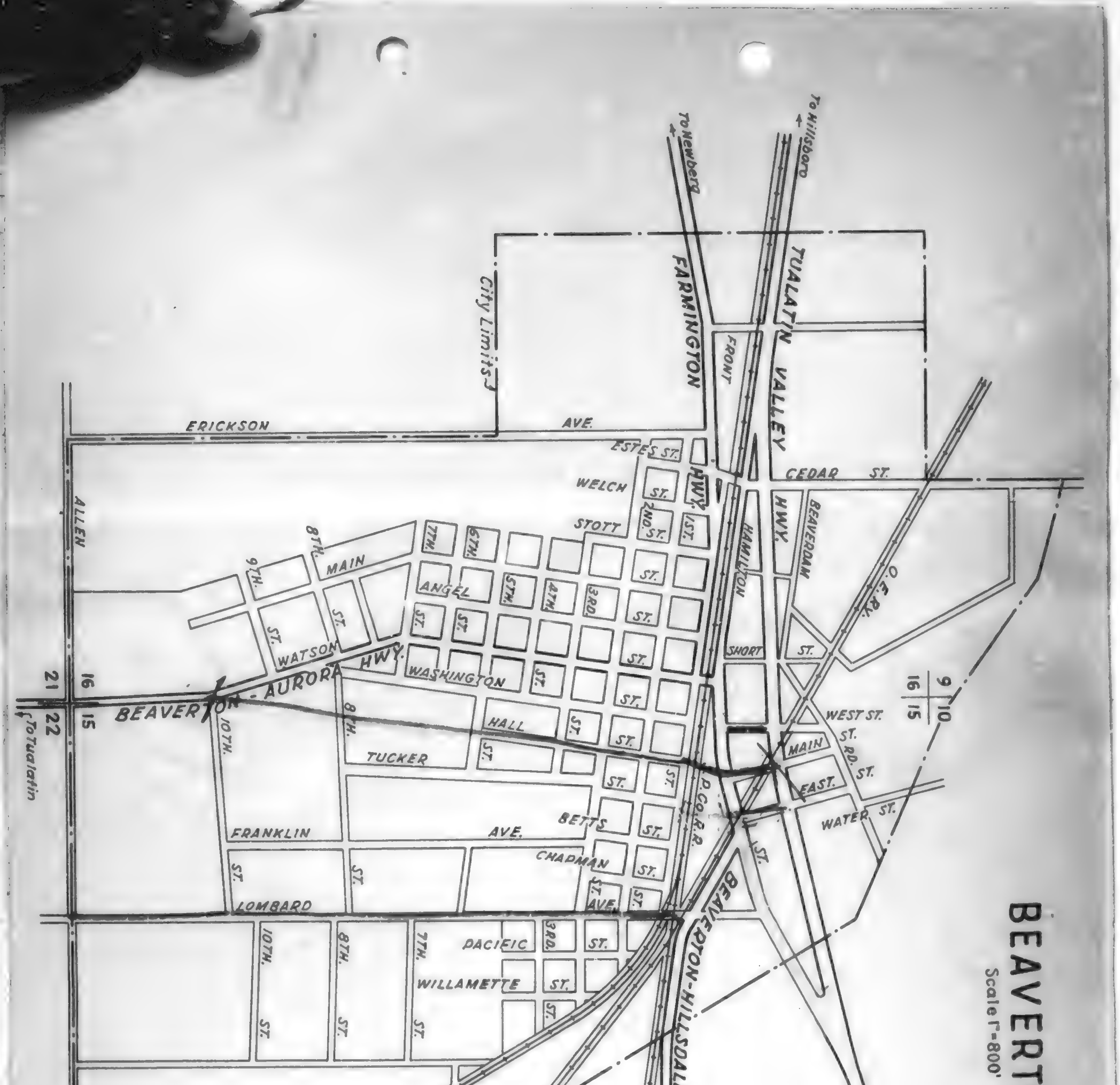
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Beaverton at a regular or special meeting of said council, held on the 4th day of November, 1947, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9th day of December, 1947.

L J Busse
City Recorder



BEAVERTON

Scale 1"=800'

[illegible]
($250,000 fund)
(1948)

October 23, 1947

Mr. L. J. Busse
City Recorder
Beaverton, Oregon

Dear Sir:

Reference is made to your letter of October 22 addressed to the Oregon State Highway Commission, attention of H. B. Glaisyer, in which you request resolution forms to be used in submitting application for participation in the $250,000 fund to be set up and administered by the State Highway Commission, as provided in Chapter 425, Oregon Laws 1947.

We are enclosing herewith three copies of a resolution form, to be adopted by the city council, whereby the city officially requests participation in the proposed fund. This resolution should indicate the street or streets on which the improvement, maintenance, or repair, is requested. The map should be colored, indicating the street or streets also.

It is our understanding that the amended act passed by the 1947 legislature setting up the fund of $250,000 does not become effective until January 1, 1948, and that no money will be available for assistance to the cities until after that date. However, the resolution should be forwarded so that an investigation can be made and a determination made as to whether or not the request is eligible for consideration.

One copy of the resolution should be retained by the city for the city's records, and the other two copies forwarded to the Oregon State Highway Commission at Salem, Oregon, attention of Oscar Cutler, Engineer, County and City Relations.

I wish to again emphasize that it is our understanding that any money from the $250,000 appropriation to be administered by the State Highway Commission will not be available until after January 1, 1948.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Engineer, County and City Relations

me
Encl.

J. V. CHANDLER
Mayor

COUNCILMEN
P. H. KNEPP
M. H. METCALFE
C. J. RASMUSSEN
W. C. WRIGHT

City of Beaverton
PHONE 3552

BEAVERTON, OREGON

R. C. DOTY
Recorder-Treasurer

DEPARTMENT HEADS
F. H. GOYT
Superintendent
C. H. MAYFIELD
Chief of Police
DR. C. E. MASON
Health Officer
P. L. PATTERSON
Attorney
A. V. OLSON
Fire-Chief

October 22, 1947

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attention: H. B. Glaisyer, Secretary

Relative to your letter of August 1, 1947, we would like to make application for a portion of the $250,000.00 for street improvements in the City of Beaverton.

Respectfully yours,

Busse
Recorder

LJB:EG

RECEIVED
OCT 23 1947
ENGINEER
COUNTY & CITY RELATIONS

REFERRED TO
BY SECRETARY

RECEIVED
OCT 23 1947
OREGON
STATE HIGHWAY COMMISSION

1492 - Washington

INFORMATION AND ESTIMATE FORM

YEAR 1948

STATE TAX STREET FUND (1947 ACT - $250,000)

City Beaverton

Streets Proposed for Repair or Maintenance: ~~Hall St. from Watson to Tualatin Highway~~; East St. from Broadway to Tualatin Highway; (Lombard from Broadway to City limits.)

Type of Repairs or Maintenance: Place base rock on ~~[illegible]~~ 22' wide lay 0-11 over all - construct curbs.

Length in Feet or Miles and Widths in Feet: ~~[illegible]~~ .65 miles. 40' wide.

ESTIMATE OF COSTS

Amount

Grading, Cu. Yds. ________ at ________ Cu. Yd. $________

Culvert Pipe, Lin. Ft. ________ at ________ Cu. Yd. $________

Culvert Pipe, Lin. Ft. ________ at ________ Cu. Yd. $________

Culvert Pipe, Lin. Ft. ________ at ________ Cu. Yd. $________

Surface Materials Base:

Size 3'-0 Kind C. R Cu. Yds. 500 at 2^{00} Cu. Yd. $1000

Size 3/4"-0 Kind C.R Cu. Yds. 300 at 2^{00} Cu. Yd. $600

Surface Materials Top:

Size ________ Kind ________ Cu. Yds. ________ at ________ Cu. Yd. $________

Asphalt Oil Mat: Specification 0-11 No. of Sq. Yds. [illegible]

Kind ________ Tons ________ at ________ Ton $ 4550^{00}

Kind ________ Tons ________ at ________ Ton $________

Kind ________ Tons ________ at ________ Ton $________

Crushed Rock or Gravel in Oil Mat:

Size ________ Cu. Yds. ________ at ________ Cu. Yd. $________

Size ________ Cu. Yds. ________ at ________ Cu. Yd. $________

Size ________ Cu. Yds. ________ at ________ Cu. Yd. $________

Sprinkling:

M-Gals. ________ at ________ M-Gal. $________

Amount

Pavement Patching:

Asphaltic Concrete: Tons ________ at ________ Ton $________

Bridges: ________

____

________ $________

Miscellaneous Items: ________

4250 lin ft Curbs @1.00 4250.00

Out on Cy for East St

Blading and labor - 650.00

____

________ 2600.

________ $ ~~4900.00~~

Cost of Project: ________ 11050.00

Plus Engineering and Contingencies: ________ 1105

Total: ________ 12155.00

APPORTIONMENT OF COSTS

________ %	State Only	Amount	$________
________ %	State	Amount	$ 7255.
________ %	City	Amount	$ 4900
		Total	$ 12155.00

City Will Pay for City's Share of Work as Follows: City to furnish base rock - Property owners to pay for Curbs.

Materials for Project Will be Obtained as Follows:

Statement as to Street Conditions and Residential or Industrial Development:

Street is very narrow, at present only 12' wide and carries very heavy logging & farm to market traffic.

RECOMMENDATIONS

Lombard and East streets should be approved
Hall st and West St should not be approved
as entire right of way is not procured.

Division Engineer

Bridge Engineer

Construction or Maintenance Engineer

Engineer, County and City Relations

State Highway Engineer

8-8-1947

#6 - City Inc.
Washn

Sheet 1 of 4

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Beaverton Logged by H.C.A. Car No. 44-5
Road or Street Lombard St Recorder HCA
Date 12/22/47 Weather Overcast - Cool Project 250,000 fund ('48)

M. P.	Location	Length	Width	Type	Condition	Remarks
.00	Allen Ave		40' 18' oiled	Oil Mat	Good.	city wishes to
.14	℄ 12th St		40' 13' oiled	O-9	Poor.	have this street
.185	℄ 11th St			—	Fair	widened to full 40'
.275	℄ 8th St					shoulders are poor
.36	℄ 7th St	.6				no base.
.445	℄ 5th St					
.54	℄ 3rd St					Curb on west side
.60	℄ 2nd St					
.70	R.R.					
.72	R.R.					
.73	Bertha Beaverton Highway					
.735	Pavement Change		18'	P.C.C.	Good.	wish to widen 4'
.805	Broadway					

Heavy traffic - lumber - farm produce etc. Paved section being so narrow and shoulders so poor traffic is continually balled up.

Sheet 2 of 4

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

7-

7+8-

ROAD LOG DATA SHEET

Location Beaverton Logged by H.C.A. Car No. 41-5

Road or Street East Street Recorder H.C.A.

Date 12/22/47 Weather Unsettled Project 250,000 Fund (48)

M. P.	Location	Length	Width	Type	Condition	Remarks
			50 ~~60~~			
.00	Farmington		8' 50	graveled	Poor	
.015	R.R.		40' 8'	oiled	Poor.	
.06	Tualatin Highway					

city wishes to widen this pavement to at least 32'

This street diverts traffic from town area should be paved.

5280
.06
316.80
2
634
650
3
1950

Sheet 3 of 4

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Beaverton Logged by HBA Car No. 41-5

Road or Street West Street Recorder HBA

Date 12/22/47 Weather Unsettled Project 250,000 Fund (48)

M. P.	Location	Length	Width	Type	Condition	Remarks
.00	Highway		30'	Oiled	poor	
.055	Farmington					

City wishes this widened to full 60'

The city does not have sufficient right of way at present and dont know when they will procure it.

Should not be done at this time.

Sheet 4 of 4

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

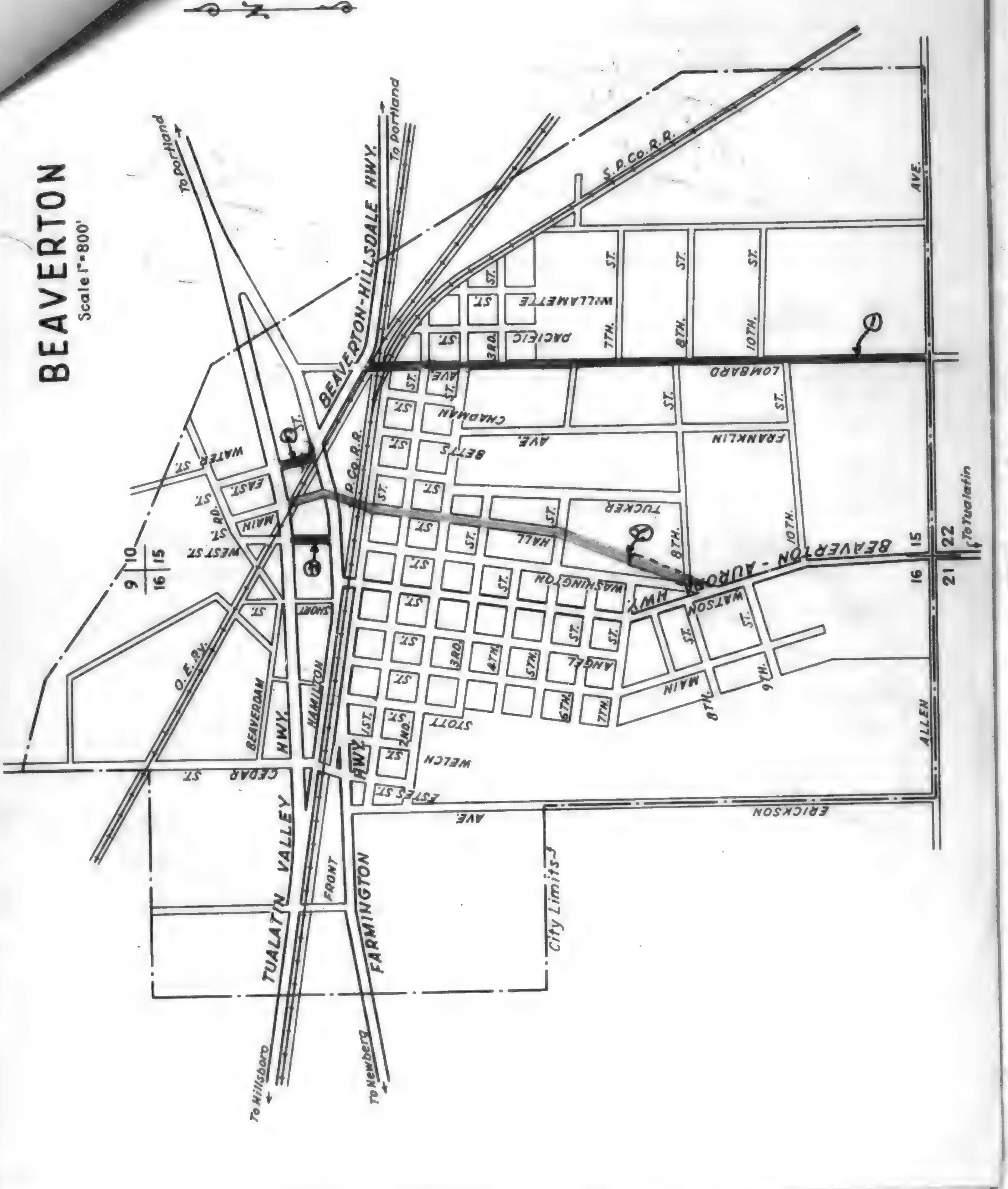
Location Beaverton Logged by HCA Car No. 41-5

Road or Street Hall St. Recorder HCA

Date 12/22/47 Weather Unsettled Project HCA

M. P.	Location	Length	Width	Type	Condition	Remarks
.00	Tualatin Valley Highway		50' 30'	oiled	good	Poor base
.005	RR					
.063	Broadway					Curbs on one side would have to come out
.07	Pavement Change		60'	Plant mix	good	just completed
.095	RR.					
.11	Farmington Road		20'	oiled	Fair	
.155	℄ 1st st		20	〃	Poor	
.21	℄ 2nd st					
.26	℄ 3rd					
.275	tree to be removed					
.285	End of Curbs					
.36	℄ 5th		12'	gravel	Poor	no base
.456	Edge of 7th					
						Balance of Hall st. not yet opened up.

Advised them to refer this project to interim Committee



BEAVERTON

Scale 1"=800'

DATA FOR AGREEMENT WITH THE CITY OF Beaverton
FOR A COOPERATIVE PROJECT FROM THE FUNDS PROVIDED
IN SECTION 2, OF CHAPTER 425, OREGON LAWS 1947

1. That the State will improve a project 0.65 miles in length, which project is not a part of the State Highway System, located on East street and Lombard Street (Street or Streets) in Beaverton (City), Washington (County), Oregon, from Broadway to the Tualatin Valley State Highway and Lombard St. from Broadway to the south city Limits ~~to the Tualatin Valley State~~ in conformance with plans and specifications, and will improve said section of city street or streets with funds apportioned to the "City" under Section 2 of Chapter 425, Oregon Laws 1947.

2. That the City hereby agrees to provide sums of money in the amount of $4900 00/, ~~or to perform the following~~, as its part in the cost of the improvement: The city will pay the cost of base rock surfacing and placing of same, estimated to cost $650 00. The Owners of adjacent property will pay the cost of constructing curbs estimated at $4250 00, these items are to be included in the contract which it is proposed shall be awarded by The state

3. The State hereby proposes to perform as its part of the cost of the improvement, as follows: Place an O-11 oil mat surface on the streets to be improved.

The cost of surveys, engineering inspection and administration are included in the estimate of total cost.

4. The total estimated cost of the improvement is $12155 00, the estimated cost to the City being $4900 00, the estimated cost to the State being $7255 00.

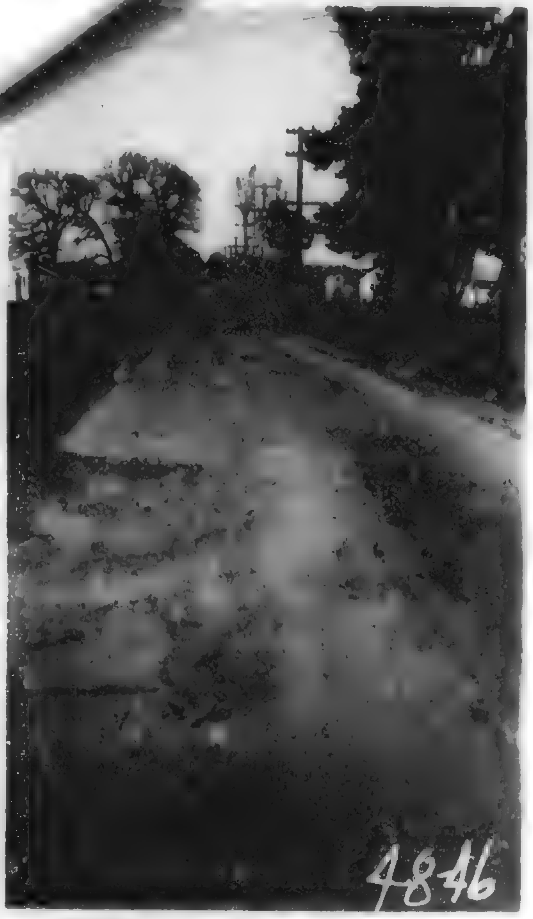
5. That the City hereby requests the State to improve the aforementioned project and agrees that if such project is approved, and constructed by the State, it thereafter, and at its own cost and expense, will maintain the project in a manner satisfactory to the State Highway Commission or its authorized representatives, and will make such provision each year for such maintenance.

6. That the said City hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the improvement.

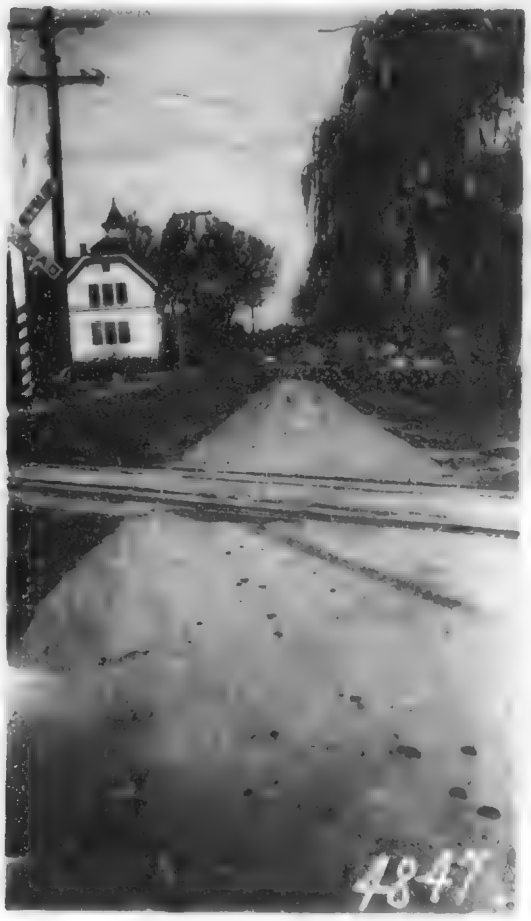
7. That the City's share of the estimated cost of the project shall be payable to the State before the project shall be commenced. The City represents to the State that the City has funds available and at its disposal for such project in the amount of $ 5000 00.

~~8. That in lieu of the provisions set forth in Section 7 of this agreement, the City, with its own forces or by contract awarded by the City, shall perform as the City's part of the project the items set forth in Section 2 hereof.~~

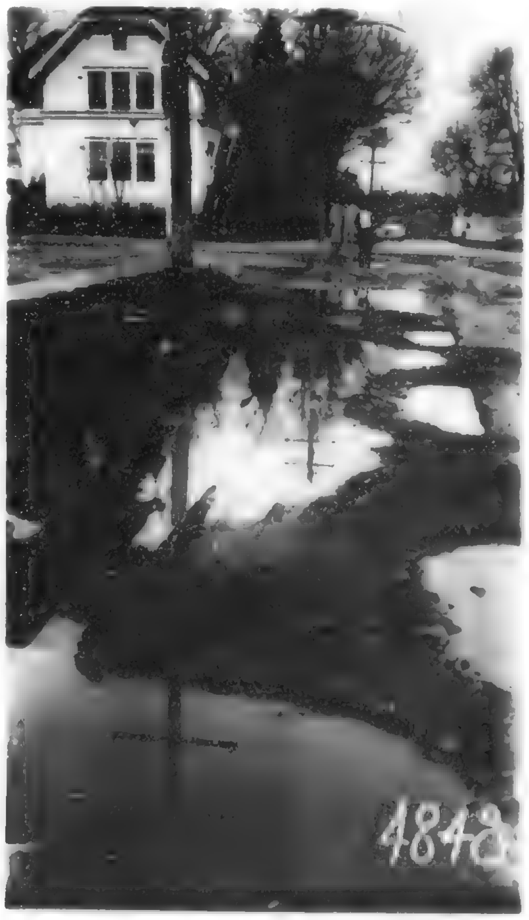
9. This is a cooperative undertaking on the part of the State and the City, and it is, therefore, agreed that each will cooperate with the other to the end that the best results may be accomplished.



Beaverton 3-26-48
Lombard Street from city limits, looking north



Beaverton 3-26-48
East Street from Hamilton, looking north



Beaverton 3-26-48
East Street at Intersection with Highway

F-172(4) Manning Slough Bridge, 1948
Oregon Coast Hwy.
#3056

RECEIVED
APR ? 1951
FOR FILING

7-172 (4)

3056

Mrs Lewis

April 10, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from the Umpqua River Navigation Company of Reedsport in which they advise as follows:

"In answer to your letter of March 27th regarding letter from the Del R. Beebe Construction Company. We are pleased to say that we have received the check in full payment for claims on Contracts 3056, 3057 and 3058. * * *

This information is provided the United Pacific Insurance Company as it appears as surety on the performance bonds furnished with the above-mentioned State Highway Contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 136
Eugene, Oregon

RECEIVED
APR 11 1951
FOR FILING

A pril 10, 1951

Umpqua River Navigation Company
Reedsport, Oregon

Attention: Mr. C. E. McAlister

Gentlemen:

This is to acknowledge your letter of April 6 advising that you have received a check in full payment for your Company's claims against Del R. Beebe Construction Company on State Highway Contracts 3056, 3057 and 3058.

Thank you very kindly for your prompt reply.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
4-10-51

FILING

Baldock

UMPQUA RIVER NAVIGATION COMPANY

BARGES, TOWING, SAND AND GRAVEL
Since 1889

REEDSPORT, OREGON

April 6, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In answer to your letter of March 27th regarding letter from the Del R. Beebe Construction Company. We are pleased to say that we have received the check in full payment for claims on Contracts 3056, 3057 and 3058.

Thanking you for your inquiry, we are,

Very truly yours,

UMPQUA RIVER NAVIGATION CO.

/s/ C. E. McAlister
C. E. McAlister
Office Mgr.

CEM/mc

RECEIVED
MAR 29 1951
FOR FILING

F-172(4)
3056

Mrs Lewis

March 27, 1951

Umpqua River Navigation Company
Box 205
Reedsport, Oregon

Attention: Mr. O. H. Hinsdale

Gentlemen:

See: F-172(4)
#3057

We have received from the Secretary of State a copy of a letter signed by Del R. Beebe Construction Company addressed to your Company in which they state that a check had been sent to you in the sum of $14,386.08 as full payment for your claims on State Highway Contracts 3056, 3057 and 3058.

So that we may clear our records, will you kindly advise if the check has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

[illegible]

RECEIVED
MAR [illegible]
FOR FILING

F-172(4)

3056

Mrs Lewis

March 19, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

F-172(4)
+3057

We acknowledge with thanks your letter of March 16 to which was attached three copies of a claim filed with your office by the Umpqua River Navigation Company against the Del R. Beebe Construction Company. The claim is in the sum of $14,386.08 against State Highway Contracts No. 3057, 3058, and No. 3171A which should be Contract No. 3056.

This claim bears your file No. 3274.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ :md

NOTED ON CARD
3-19-51 gl

RECEIVED
MAR 20 1951
FOR FILING

F-172(4)

3056

March 19, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

F-172(4)
3057

Attached is a copy of a claim filed with the Secretary of State by the Umpqua River Navigation Company against Del R. Beebe Construction Company in the sum of $14,386.08. The claim is listed as being against State HighwayContracts No. 3057, 3058 and 3171A, which according to our records should be listed as Contract 3056. The claim is filed as an unpaid balance on an older claim originally filed in the sum of $60,000 and concerning which you have been previously notified.

This information is provided as the United Pacific Insurance Company appears as surety on the performance bonds furnished with State Highway Contracts 3056, 3057 and 3058.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mf
Attach.

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

[illegible]
3-19-51 gf

RECEIVED
MAR 20 1951
FOR FILING

F-172(4)

3056

Mrs Lewis

March 16, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from Umpqua River Navigation Company, Reedsport, stating that on January 31, 1951, they received a payment in the sum of $7,193 from Del R. Beebe Construction Company leaving an unpaid balance on their claim in the sum of $14,386.08. The claim, they state, applied to State Highway Contracts Nos. 3056, 3057 and 3058, known respectively as the Manning Slough Contract, the Delmar-Coaledo Contract and the Coaledo-Chrome Contract.

This latest claim, they advise, is the amount still due and payable on the claim filed in this office on March 22, 1950, for $60,000 and concerning which we wrote you on March 23rd. On August 8, 1950, in response to our inquiry, they advised us that their claim applied to Contract No. 3057.

This information is furnished as the United Pacific Insurance Company appears as surety on the performance bond furnished with the above contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

[illegible] ON CARD

RECEIVED
MAR 20 195
FOR FILING

Baldock

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand and Gravel
Since 1889
Reedsport, Oregon

March 14, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Oregon State Highway Contracts #3057,
3058 and 3171A
Del. R. Beebe Construction Co.

Dear Mr. Glaisyer:

Enclosed copies of our letters to the Secretary of State and United Pacific Insurance Company.

On November 6, 1950, we met with the Bonding Company and Del R. Beebe Construction Co. and agreed as to amount on the unpaid balance of our claim. On January 31, 1951, we received a payment of $7,193.00, which left a balance payable of $14,386.08. This amount is still due and we are now demanding payment as per letters enclosed herewith.

We will appreciate your attention.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

/s/ O. H. Hinsdale
O. H. Hinsdale
President

OHH/ms

For Original See [illegible]

State Highway Engineer

March 14, 1951

Secretary of State of Oregon
Salem
Oregon

Dear Sir:

To OREGON STATE HIGHWAY COMMISSION:

Notice is hereby given the undersigned, Umpqua River Navigation Company has a claim for sand and gravel in the sum of $14,386.08. which amount is the unpaid balance of our claim filed March 21, 1950, with you - the amount at that time being approximately $60,000.00. This claim is against the bond of Del R. Beebe Construction Company with the United Pacific Insurance Company as surety, for the work on Delmar-Coaledo Contract #3057, Coaledo-Chrome Contract #3058, and Manning Slough Contract (3056) #3171A - Oregon Coast Highway, Coos County, Oregon.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

O. H. Hinsdale
President

cc: Oregon State Highway Commission
United Pacific Insurance Co.
Del R. Beebe Construction Co.

OHH/mo

COPY

March 14, 1951

United Pacific Insurance Company
Board of Trade Bldg.
Portland, Oregon

Attn: Mr. Orr

Gentlemen:

Please consider this letter a formal demand for the balance due of $14,386.08 from Del R. Beebe Construction Company - covered by your bonds on Oregon State Highway Contracts #3057, #3058 and #3171A - Oregon Coast Highway, Coos County, Oregon

Enclosed find copy of our letter to the Secretary of State, which is self explanatory.

We shall appreciate your prompt attention to close this matter.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

O. H. Hinsdale
President

cc: John Lichty, Atty.
United Pacific Insurance Co.

Del R. Beebe Construction Co.

Secretary of State of Oregon

OHH/mc

RECEIVED
AUG 11 [illegible]
FOR FILING

Mrs Lewis

7-172 (4)

7-2

August 10, 1950

Umpqua River Navigation Company
Reedsport, Oregon

Attention: Mr. C. H. Hinsdale

Gentlemen:

This is to acknowledge your letter of August 8 in which you advise that the sum of $26,056.15 is the unpaid balance of your original claim of $60,000 and applies to Contract 3057, which contract was awarded to Del R. Beebe Construction Company. In your letter of August 3 you advised that Del R. Beebe Construction Company owed your Company $26,056.15 for material furnished in connection with Mr. Beebe's operations on Contracts 3056 and 3058. All three contracts, 3056, 3057 and 3058, were awarded to the Del R. Beebe Construction Company by the State Highway Commission.

For your information 3171-A mentioned in your letter of August 8 is the bridge number for the Manning Slough Bridge on which Contract 3056 was awarded.

To review this matter briefly, our records show that on March 22 your Company filed a claim with the Secretary of State in the amount of $60,000 against Contracts 3056, 3057 and 3058. The point in which we are now concerned is to what contract the remaining balance of $26,056.15 applies. As final payment is now being processed on Contract 3057, will you kindly verify the contract to which your claim applies.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
8-10-50

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand and Gravel
Since 1889

Reedsport, Oregon
August 8, 1950

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: Del R. Beebe Construction Co.
Contracts 3057 & 3058 & 3171-A

Answering your letter of August 7th last. Our claim filed with the Secretary of State, March 22, 1950, covers contract 3057 - 3058 & 3171-A Oregon Coast Highway - Coos County.

3056 is contract for bridge 3171-A

Our claim for $26,056.15 is the unpaid balance of the original $60,000.00 claim, and applies to contract 3057.

Our letter of August 3rd was in error as we do not have any such contract as 3056.

Thanking you for your attention.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

by
O. H. Hinsdale

OHH/jm

RECEIVED
[illegible]
STATE [illegible]

RECEIVED
AUG 11 1950
FOR FILING

7-172 (4)

3056

Mrs Lewis

August 9, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Attached hereto is a copy of a letter from the Umpqua River Navigation Company concerning their claim in the amount of $26,096.15. You will note that Mr. Hinsdale states that this amount is the unpaid balance of the original $60,000 claim and applies to Contract 3057. He mentions 3171-A, which is the Manning Slough bridge number on which Contract 3056, was awarded.

This information is provided as the United Pacific Insurance Company has furnished the bonds executed in connection with Contracts 3056, 3057 and 3058.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Durham and Bates
921 S. W. Washington Street
Portland 5, Oregon

Del R. Hacke Construction Co.
P. O. Box 138
Eugene, Oregon

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand and Gravel
Since 1889

Reedsport, Oregon

August 8, 1950

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: Del R. Beebe Construction Co.
Contracts 3057 & 3058 & 3171-A

Answering your letter of August 7th last. Our claim filed with the Secretary of State, March 22, 1950, covers contract 3057 - 3058 & 3171-A Oregon Coast Highway - Coos County.

Our claim for $26,056.15 is the unpaid balance of the original $60,000.00 claim, and applies to contract 3057.

Our letter of August 3rd was in error as we do not have any such contract as 3056.

Thanking you for your attention.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

by /s/ O. H. Hinsdale
O. H. Hinsdale

OHH/jm

RECEIVED
AUG - 1950
FOR FILING

7-172(4)

3056

August 7, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from the Umpqua River Navigation Company, Reedsport, Oregon, in which they advise as follows:

"Re: Del R. Beebe Construction Co. Contracts 3056 and 3058. Your letter Aug. 2, 1950.

"Our records show that Del R. Beebe Construction Co. owe us as of Aug. 3, 1950 the sum of $26,056.15 which is a claim for material furnished on the above named contracts."

On March 22nd the Umpqua River Navigation Company filed a claim with the Secretary of State in the amount of $40,000 against Contracts 3056, 3057 and 3058 of which you were previously notified. We do not know if the sum of $26,056.15 is a part of that claim or not. We have, however, asked the Umpqua River Navigation Company to advise us.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham and Bates
901 S. W. Washington Street
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

NOTED ON CARD

Mrs Lewis

FOR FILING

August 7, 1950

Umpqua River Navigation Company
Reedsport, Oregon

Attention: Mr. O. H. Hinsdale

Gentlemen:

We have your letter of August 3 advising that the Del E. Beebe Construction Company owes your Company the sum of $26,056.15 for material furnished on the State Highway Commission Contracts 3056 and 3058.

On March 22, 1950, you filed a claim with the Secretary of State in the amount of $60,000 which claim applied to Contracts 3056, 3057 and 3058. Final payment is now in process on the contract 3057. Will you kindly advise if the amount of $26,056.15 is a portion of the $60,000 claim filed March 22, also if any part of the $60,000 claim has been satisfied and if your Company has any claims against Contract 3057.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand and Gravel
Since 1889

Reedsport, Oregon

August 3, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: Del R. Beebe Construction Co.
Contracts 3056 & 3058
Your letter Aug. 2, 1950

Our records show that Del R. Beebe Construction Co. owe us as of Aug. 3, 1950 the sum of $26,056.15 which is a claim for material furnished on the above named contracts.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

President

cc: United Pacific Insurance Co.
Board of Trades Bldg.
Portland, Oreg.

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

[illegible]

-11-52

RECEIVED
AUG 4 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG - 4 1950
FOR FILING

7-172 (4)

3056

C
O
P
Y

August 2, 1950

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Please be advised that State Highway Contract No. 3057, for work on the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County, has been completed by the contractor, Del R. Beebe Construction Co., and that revised final payment in the amount of $42,327.71 will be made on or after August 12, 1950, providing outstanding claim has been satisfied and this office notified.

There is a claim filed against this project, together with contracts No. 3056 and No. 3058, by the Umpqua River Navigation Co. in the sum of $60,000.00, of which you have been previously notified.

For your information we wish to advise that the total revised contract amount is $636,123.52, and that no force account work was performed on the job. This contract was completed on December 5, 1949 and accepted by the Highway Commission on February 6, 1950.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Portland Branch Office

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

RECEIVED
AUG - 4 1950
FOR FILING

7-172(4)

3056

COPY

August 2, 1950

Umpqua River Navigation Company
Reedsport
Oregon

Gentlemen:

Please be advised that the State Highway Commission is ready to make revised final payment, on or after August 12, 1950, to Del R. Beebe Construction Co. for grading and paving on the Delmar-Coaledo Section of the Oregon Coast Highway.

Our records show a claim filed by your Company against this contract, togeather with contracts No. 3056 and No. 3058, in the amount of $60,000. Will you please notify this office as to whether or not this claim has been satisfied so that we can release the contractor's final warrant as soon as possible.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
MAR 2? 1950
FOR FILING

7-172(F)

3056

March 23, 1950

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks your letter of March 22nd to which was attached three copies of a claim by the Umpqua River Navigation Company against Del E. Beebe Construction Company in the amount of approximately $60,000. This claim refers to Contracts 3057, 3058 and 3171A. We believe that the contract referred to as the Manning Slough Bridge should be Contract No. 3056.

This claim bears your file No. 3207.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

3-23-595

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March 22, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir;

We have received and filed as of this date a notice of claim by Umpqua River Navigation Company, for sand and gravel in the sum of approximately $60,000.00, against the bond taken from Del R. Beebe Construction Company, principal and United Pacific Insurance Company, surety, for the work on Delmar-Coaledo Contract #3057, Coaledo-Chrome Contract #3058 and Manning Slough Bridge Contract #3171A, Oregon Coast Highway, Coos County, Oregon, our file number 3207.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry
Secretary of State

N:FA

Enc.

[illegible] ON CARD
3-23-50

RECEIVED
MAR 27 1950
FOR FILING
7-172(4)

3056

March 23, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Attached is a copy of a claim received by us from the Secretary of State. This claim, in the amount of approximately $60,000, has been filed against Del R. Beebe Construction Company by the Umpqua River Navigation Company for sand and gravel furnished in connection with the contractor's operations on our contract Nos. 3057, 3058 and what they refer to as Contract 3171A. You will note that the latter contract number is identified as the Manning Slough Bridge. If the description is correct the contract number should be 3056, instead of 3171A.

This information is furnished as the United Pacific Insurance Company appears as surety on the bonds executed in connection with Contracts 3056, 3057 and 3058.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:ml
Attach.

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Company
P. O. Box 138
Eugene, Oregon

NOTED ON CARD

3-23-50

February 15, 1950

C
O
P
Y

Mr. D. Gerald Bing
Box 906
Sacramento, California

Dear Mr. Bing:

On December 8, 1949 you wrote this office in regard to your intention of filing a lien on money due Del R. Beebe Construction Company in connection with his Contracts Nos. 3056, 3057 and 3058.

Will you please advise us immediately regarding the status of your claim as we are now ready to make final payment on Contract No. 3058, which covers grading and paving on the Coaledo-Chrome Section of the Oregon Coast Highway in Coos County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

GL

RECEIVED
JAN 24 1950
FOR FILING

9-172(4)

3056

December 13, 1949

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from D. Gerald Bing, General Contractor, Box 906, Sacramento 17, advising that Del E. Beebe Construction Company owes him an unstated amount of money for services or materials furnished in connection with Mr. Beebe's Contracts 3057, 3058 and Bridge 31714 which, we understand, is Contract 3056, also with Mr. Beebe.

We suggested to Mr. Bing that he provide a statement of his claims and when such a statement is received we will advise you further.

This information is furnished as the United Pacific Insurance Company appears as surety on the bonds executed in connection with Contracts 3056, 3057 and 3058.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham and Bates
903 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

[illegible]

12-13-49

RECEIVED
JAN 24 1950
FOR FILING

7172(4)

3056

See liens

December 13, 1949

Mr. D. Gerald Bing
Box 906
Sacramento 17, California

Dear Mr. Bing:

This is to acknowledge your letter of December 8 in which you state that you wish to file a lien on money due Del R. Beebe Construction Company in connection with his Contracts Nos. 3056, 3057 and 3058. To file a claim with this office against these jobs you should submit a brief statement of the amounts owed you, showing the time and what services or goods were furnished.

The State does not attempt to collect claims filed against contracts and no effort is made by the State to determine the validity of claims submitted. We do, however, keep a record of all claims submitted and advise the surety and the contractor of their receipt. As you may know, each contractor in Oregon is required to secure a full coverage bond on each contract which coverage provides not only for completion of the work but payment of all bills incurred in connection with each job. On the three contracts you mention, the United Pacific Insurance Company has provided the bonds. Their agent is Durham and Bates, 901 Southwest Washington, Portland 5. If your claim is filed with this office we will notify the surety, or if you so desire you may file your claim directly with them.

For your information, Contract 3056, for work on the Manning Slough Bridge was completed August 31, 1949, and accepted by the Commission September 21, 1949. Final payment has been made on this job. Contract 3057, for grading and paving on the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County, was completed on December 5, 1949, and final payment has not been made. Contract 3058 for grading and paving the Coaledo-Chrome Plant Section of the Oregon Coast Highway in Coos County was completed October 29, 1949, and final payment has not as yet been made.

In the event that you wish to protect your claim beyond a period of six months after the job is completed and accepted, we suggest that a claim be filed with the Secretary of State. For your convenience in so doing we are enclosing an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

ON CARD
12-13-49

D. GERALD BING
GENERAL CONTRACTOR
XXXXXXXXXXXXX
SACRAMENTO 17, CALIF.
TELEPHONE 6-7294

Box 906
Dec. 8, 1949

Finance Department
Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

Contract
3056

I wish to file a lien on any money due the Del R. Beebe Const. Co. of Eugene, Oregon on their Contract Nos. 3057, 3058, & Bridge 3171A in Coos County, Oregon which I understand have just been completed. The lien is for monies due me in connection with these contracts.

Will you please advise me what procedure is necessary to file a lien such as this and also send me by return mail any special forms which you may use in doing so.

Yours very truly,

D. Gerald Bing
D. Gerald Bing

REFERRED TO Geary
BY SECRETARY
our form letter

RECEIVED
DEC 13 [illegible]
STATE HIG[illegible]

12-12-49 gR

RECEIVED
DEC 5 1949
FOR FILING

F-172(4)
3056

Copy

September 30, 1949

Mr. Earl Bales
1207 South Front
Coos Bay, Oregon.

Dear Mr. Bales:

We have your letter of September 28 advising that yourself and about fifteen other men who had been working for Del R. Beebe on the Oregon Coast Highway between Coquille and Coos Bay have not to date received any pay for your services.

Mr. Beebe had three contracts between Coquille and Coos Bay, being our contracts Nos. 3056 for the Manning Slough Bridge, 3057 for work on the Delmar-Coaledo Section of the Oregon Coast Highway and 3058 for work on the Coaledo-Chrome Plant Section on the same highway. As of this date only Contract 3056 has been completed.

We will record your claim in this office and notify the surety and the contractor of its receipt.

The surety on all three of the contracts is the United Pacific Insurance Company whose agent on these bonds is Durham and Bates, 901 Southwest Washington, Portland.

In order to make your claim more definite and to protect it beyond the ordinary period of six months after the job has been completed and accepted, we suggest that you file it with the Secretary of State. We are enclosing herewith and excerpt from the Oregon Law outlining the procedure and form to be used.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

Noted on Card

9-30-49 gl

C O P Y

Sept. 28, 1949

Deaf Sir:

I and about 15 other men have been working for Del R. Beebe on State Highway 101 between Coquille and Coos Bay, Oregon, hauling gravel with our own trucks. We were wondering if you could help us or tell us how to get our pay from them.

Most of us quit about 2 months ago and as of yet havent received a cent.

Thanking you sincerely;

Earl Bales
1207 South Front
Coos Bay, Oregon.
Tel. 1016J.

Noted on card
9-30-49 gl.

Referred to Quary
by Secretary
prepare usual letters.
HBG

RECEIVED
DEC 5 1949
FOR FILING

F-172(4)

3056

September 30, 1949

copy

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have today received a letter from Mr. Earl Bales, 1207 South Front, Coos Bay, Oregon, advising that he and about 15 other men who have been working for Del R. Beebe on the Oregon Coast Highway between Coquille and Coos Bay, hauling gravel with their own trucks have not been paid for their services. No amounts are stated in Mr. Bales' letter.

From the location he has given, we assume that the claim applies to any one or all three contracts No. 3056, 3057 and 3058, being respectively the Manning Slough Bridge, the Delmar-Coaledo Section and the Coaledo-Chrome Plant Section, all on the Oregon Coast Highway in Coos County.

This information is furnished as the United Pacific Insurance Company appears as surety on all three of the above contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham & Bates
901 S. W. Washington Street
Portland 5, Oregon

Del R. Beebe Construction Company
P. O. Box 138
Eugene, Oregon.

NOTED ON CARD

9-30-49.gl

RECEIVED
SEP 14 1949
FOR FILING

7 172 (4)

3056

September 15, 1949

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

Please be advised that State Highway Contract No. 3056, covering work on the Hanning Slough Bridge on the Oregon Coast Highway in Coos County, has been completed by the contractor, Del R. Beebe Construction Co., assigned to United Pacific Insurance Co., and that final payment in the amount of $1,859.62 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $23,112.35, and that no force account work was performed on the project. This contract was completed August 31, 1949 but has not as yet been accepted by the Highway Commission.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
9-15-49 gl

RECEIVED
JUL 6 1949
FOR FILING

7-172(4)

3056

July 5, 1949

Del E. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 28, 1949, had under discussion your request for an extension of time of 92 days, from May 31 to August 31, 1949, within which to complete your contract No. 3056 for construction of a bridge across Manning Slough on the Oregon Coast Highway, in Coos County.

I am pleased to inform you that the Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc - Mr. W. A. Reeves
Mr. K B. Lytle

NOTED ON CARD
7-1-49
gl

RECEIVED
JUN 24 1949
FOR FILING

4192(4)

3056

June 23, 1949

Request for extension of time
No. 5
June 27 and 28 meeting

State Highway Commission

Gentlemen:

Re: [illegible] Slough Bridge in Coos County,
Contract No. 3056, [illegible]
Construction Company, Contractors

Herewith copy of a request for extension of time in the amount of 92 days in which to complete the [illegible] Slough Bridge. The contract completion date on this contract was May 31, 1949.

The [illegible] Slough Bridge is within the limits of the grading and surfacing contract now underway between Coos Bay and Coquille. The same contractor has the contract for the bridge and the grading and surfacing. He has been permitted to carry on his work on the bridge contract so as to best fit in with his grading and surfacing. The bridge is now complete except for handrail painting and surface finish and is being used by traffic. There has been no inconvenience to the traveling public, nor any extra engineering cost.

In view of these facts, we would recommend that the time for completion be extended to August 31, 1949 without penalty to the contractor. This is a Federal Aid project, and the concurrence of the Public Roads Administration is attached hereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
JUN 15 1949
FOR FILING

F-172(4)

3056

COPY

June 2, 1949

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

This acknowledges your letter of June 1, 1949, transmitting blanket assignments to the United Pacific Insurance Company, of all monies due, or to become due to Del R. Beebe Construction Company, in connection with its contracts, Nos. 3033, 3056, 3057 and 3058, with the State Highway Commission for State Highway construction.

We shall be pleased to honor these assignments. The warrants in payment of future estimates in connection with these jobs will all be mailed to the United Pacific Insurance Company, Board of Trade Building, Portland, Oregon, pursuant to your letter of May 13, 1949, and as confirmed by Mr. Stemmer's letter of May 27, 1949.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - Del R. Beebe Const. Co.
1391 W. 2nd St.
Eugene, Oregon

cc - M. H. Hawke (2) - Att'n. Carl Smith
F. A. Query

Mr. Hawke: I attach an executed copy of each of the assignments mentioned in the above letter, the originals of which I have retained for the Highway Commission's records and files. Will you please see that all future warrants issued in connection with the four jobs concerned, are mailed to the United Pacific Insurance Company, Board of Trade Building, Portland, Oregon

Originals filed in Federal Aid UI-161 (13) Contract #3033

JOHN LICHTY
Attorney at Law
Failing Building
Portland 4, Oregon
Telephone ATwater 8478

C
O
P
Y

June 1, 1949

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re. Del R. Beebe Construction Company-
State Highway Commission contracts
3033, 3056, 3057 and 3058

Pursuant to your request I have had Mr. Beebe execute the State Highway Commission's standard form and enclose original and one copy of each.

Yours very truly,

Signed John Lichty

John Lichty

JL:m

Enc.

Originals filed in Federal Aid UI-161 (13) Contract #3033

United Pacific
Insurance Company
Home Office - Tacoma Washington

Portland Office - 627 Board of Trade Building
Portland 4, Oregon

C
O
P
Y

May 27, 1949

Mr. H. B. Glaisyer,
Oregon Highway Commission,
Salem, Oregon

My dear Mr. Glaisyer: Del R. Beebe Construction Company.

Referring to our conversation relative to estimate checks for Del R. Beebe Construction Company, I consulted with Mr. Lichty, our attorney. As you know those estimate checks have been assigned to the United Pacific Insurance Company, to be expended under joint control, myself being the joint signer of all expenditures.

Mr Beebe does his banking at the United States National Bank, Eugene Branch, Eugene. Mr. Lichty advised me that it would be best for all concerned to endorse and deposit these checks at the United States National Bank, Portland with instructions to transfer the funds to the Eugene Branch. You may therefore bollow Mr. Lichty's previous instructions contained in a letter to you.

Yours very truly,

Signed, J. H. Stemmer,

J. H. Stemmer,
Fidelity and Surety Department

B.

Originals filed in Federal Aid UI-161 (13) Contract #3033

C
O
P
Y

May 20, 1949

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

Upon my return from this week's meeting of the State Highway Commission, I find on my desk your letter of May 13, transmitting assignments of moneys due or to become due the Del R. Beebe Construction Company, in connection with its four contracts with the State Highway Commission, Nos. 3033, 3056, 3057 and 3058.

I I am sorry, but we can not accept the assignment as prepared but we will be pleased to honor assignments prepared on the State Highway Commission's standard form. I have had prepared five copies of our standard form of assignment, for each of the above mentioned projects, and I enclose them. Please have these properly executed by the Del R. Beebe Construction Company, and return the original and one copy of each to me for further handling. Please also furnish a letter from the United Pacific Insurance Company consenting to the assignments as prepared, without prejudice to the bond. This probably is unnecessary, because the assignment is being made in favor of the Insurance Company, nevertheless we would like to have it in our files.

It is my understanding that certain estimates are now in the process of payment, so if you could expedite these matters, it would be helpful and will avoil delay in issuing warrants.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts
Enc.

cc - M. H. Hawke
F. A. Query

Originals filed in Federal Aid UI-161 (13) Contract # 3033

John Lichty
Attorney At Law
Failing Building
Portland 4, Oregon
Telephone ATwater 8478

C
O
P
Y

May 13, 1949

State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re: Del R. Beebe Construction Co.

It has become necessary for the surety company to enter into the picture in connection with the four contracts now being performed by Del R. Beebe for the State Highway Commission, being Contracts Numbered, 3033, 3056, 3057 and 3058.

We are arranging for the financing of this contractor and have taken from him assignments of all funds due or to become due under these contracts. I enclose herewith original of these assignment. Will you please acknowledge receipt of the same and see that all future payments are made to the surety company, United Pacific Insurance Co. Board of Trade Building, Portland, Oregon.

If for any reason these assignments are not sufficient, please adivse me and I will procure forms that meet with the approval of the Commission.

Yours very truly,

Signed John Lichty

John Lichty

JL:m

Enc.

Originals filed in Federal Aid UI-161 (13) Contract # 3033

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS: That the undersigned, DEL R. BEEBE, doing business as DEL R. BEEBE CONSTRUCTION CO., does hereby assign and set over unto UNITED PACIFIC INSURANCE CO. any and all sums due or to become due under contract No. 3056 with the State of Oregon for the construction of MANNING SLOUGH BRIDGE on the Oregon Coast Highway in Coos County, Oregon, and does hereby authorize the said UNITED PACIFIC INSURANCE CO. or its authorized representative, to receipt for any and all sums so due or to become due in the name, place and stead of the said DEL R. BEEBE, to endorse any and all checks or warrants made payable to him in connection with the said contract.

DATED this 11th day of May, 1949.

Del R Beebe
D.B.A. Del R. Beebe Construction Co.

Superseded by
assignment on
Highway Dept
Standard form

RECEIVED
OCT 6 1948
FOR FILING

7172 (4)

3056

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

Gentlemen:

We are sending you today, by express, three copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3056, covering the Manning Slough Bridge on Oregon Coast Highway in Coos County, awarded September 3, 1948.

Contract No. 3057, covering the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County, awarded September 3, 1948.

Contract No. 3058, covering the Coaledo-Chrome Section of the Oregon Coast Highway in Coos County, awarded September 7, 1948.

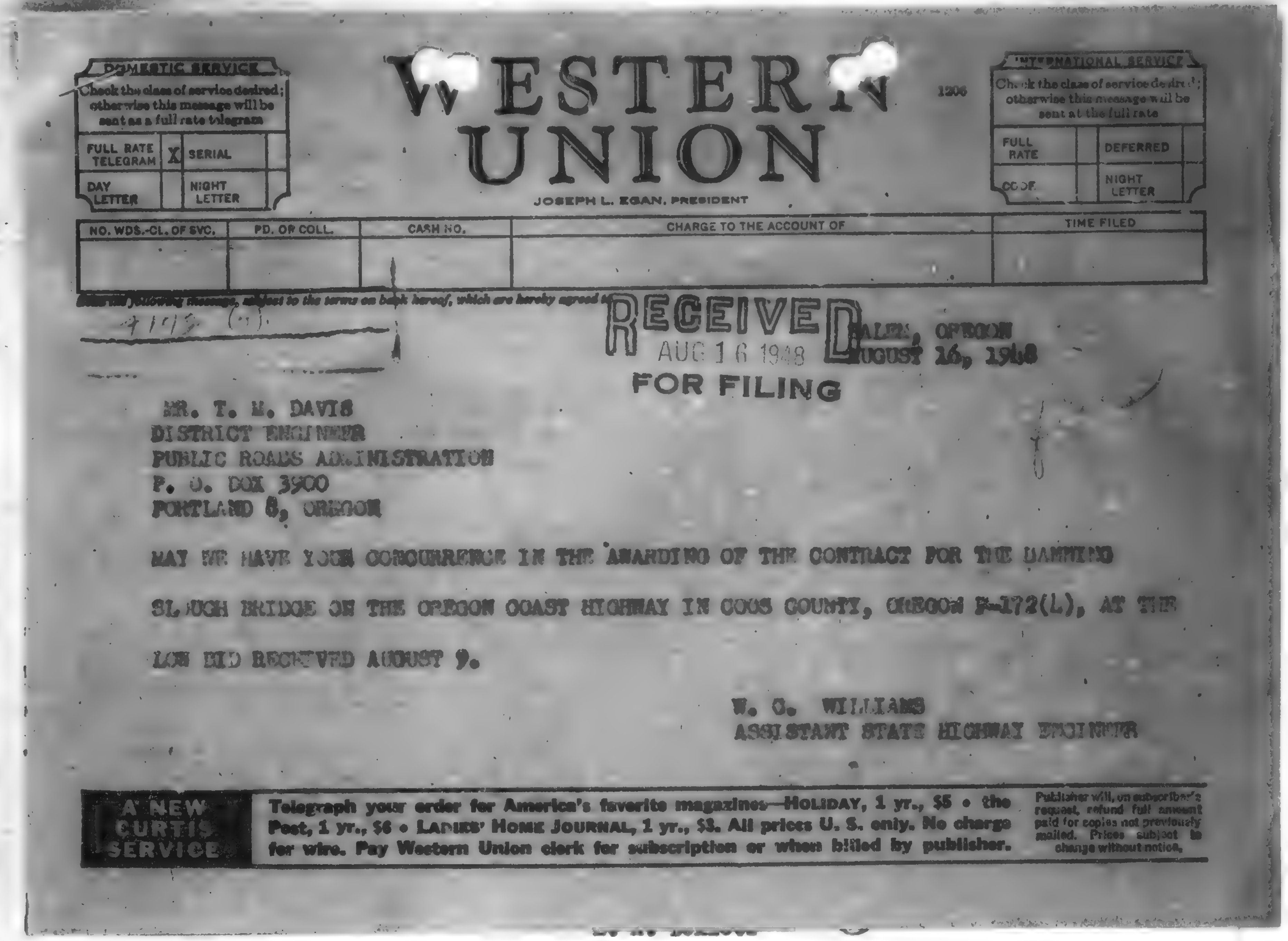
The above copies are for your records and files. An executed copy of each contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl



DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

4193 (1)

RECEIVED
AUG 16 1948
FOR FILING

SALEM, OREGON
AUGUST 16, 1948

MR. T. M. DAVIS
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND 8, OREGON

MAY WE HAVE YOUR CONCURRENCE IN THE AWARDING OF THE CONTRACT FOR THE DAMMING SLOUGH BRIDGE ON THE OREGON COAST HIGHWAY IN COOS COUNTY, OREGON F-172(L), AT THE LOW BID RECEIVED AUGUST 9.

W. C. WILLIAMS
ASSISTANT STATE HIGHWAY ENGINEER

A NEW CURTIS SERVICE Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher. Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

Highway Engineer

RECEIVED
AUG 16 1948
OREGON
STATE HIGHWAY COMMISSION

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

NOTED
G.S.PAXSON

August 13, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the bids received August 9 for the construction of the Manning Slough Bridge, Oregon Project No. F-172(4). We have been authorized to concur in award, upon receipt of your request.

Very truly yours,

T. M. DAVIS
District Engineer.

By: L. A. Deklotz
L. A. Deklotz
Highway Engineer

RECEIVED
AUG 16 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 16 1948
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX [illegible]
PORTLAND 8, OREGON

F172 (4)
3056

August 6, 1948

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Additional Contract Provisions dated July 15, 1948 for Oregon Project F-172(4), Manning Slough Bridge in Coos County are approved as satisfactory.

Very truly yours,

WHLynch

W. H. LYNCH
Division Engineer

Copy to
Proboert

RECEIVED
AUG 9 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 26 1948
FOR FILING

F-172(4)

April 23, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Under date of April 6, you requested that in the plans of Oregon Project F-172(4), Manning Slough-Coaledo Section, consideration be given to the elimination of three sharp rolls between Station 475 and Station 499.

We have made an investigation and find that the cost of eliminating these rolls would be approximately $40,000, this by reason of the fact that in order to provide nonpassing sight distance, the entire grade line would be revised. This would result in the loss of all the pavement and base surfacing on the existing roadway.

We realize the necessity of revising this grade line at some future time, but we believe it will adequately carry one-way traffic for the present. We will appreciate your approval in retaining the existing roadway as is, on the basis that when traffic conditions demand, the elimination of the sharp rolls will be accomplished.

We are very desirous of calling for bids on this section at the earliest possible date so we will appreciate your earliest concurrence in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/ds
hi

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

April 6, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence relative to approval of the four lane highway facility on Oregon Project F-172(4), Manning Slough-Coaledo Section.

In reviewing the plans for this project it is noted there are three sharp short rolls between Station 475 and 499 so that the non-passing sight distance is so impaired that the maximum design speed which can be used is between 30 and 35 miles per hour. Since this section is on tangent, (and referred to in your letter of April 1, 1948), we suggest these three sharp vertical curves be given additional study with the view of redesigning the grade line to increase the sight distance, to permit a design speed of 50 miles per hour which we believe is consistent with the nature of the topography.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
APR 7 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 6
FOR FILING

F-172(4)

April 1, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In answer to your letter of March 26, relating to the construction of a 4-lane highway facility known as Oregon Federal Aid Project F-172 (4), Manning Slough-Coaledo Section, advise that we are firmly convinced that a 4-lane highway is needed to adequately serve the traffic and that a 2-lane facility will not furnish the service required. The original Form PR-9 was based on the location through the tide flats; moreover, costs have gone up materially since that time. Our latest estimate is $600,000 for the grading, paving and structure, excluding the railroad overpass.

With reference to the location, advise that the original 2-lane survey was made by Locating Engineer J. A. Phelps through the tide flats west of the present road in order to get better alignment. This survey through the tide flats was abandoned because of the certainty of the subsidence of an embankment of the requisite height to prevent inundation by the flood waters of the Coquille River. You are familiar with the subsidence of the fill south of Coquille crossing the same tide flats. About ten years ago we raised this fill six feet and subsequent subsidence results in inundation during high water. This is the only route that would give adequate alignment for a 2-lane design.

A 2-lane highway design near the present road and above the tide flats will not provide safe passing sight distance, both vertical and horizontal, except for one section between Stations 483 and 510.

I refer you to "A Policy on Sight Distance For Highways" and "A Policy on Criteria for Marking and Signing No-Passing Zones on Two and Three Lane Roads" published by the American Association of State Highway Officials.

On the basis of these factors and the studies made and reported by this department and shown in Technical Report No. 43-4, we have been using a horizontal sight distance of 2600 feet and a vertical sight distance of 1200 feet for safe passing. Experience on the 1200-foot vertical curve sight distance indicates that this is not safe unless there is a greater differential than ten miles per hour between the speed of the vehicle passing and the one being passed and the assumption is made that an approaching vehicle is traveling at not more than .7 of the designed speed.

A study of the plans indicates that the only safe passing sight distance that can be provided economically on this section is between Stations 483 and 510. Further studies indicate that the cost of a 2-lane facility for grading and pavement would be $502,000, the cost of a 2-lane overpass $88,000, making a total of $590,000. Four lanes would cost $600,000 for grading and paving and $135,000 for the overpass, making a total of $735,000; therefore, the increased cost of the four lanes over and above the two lanes on the 2.65-mile section equals $145,000, or 25% more, an increase of $53,000 per mile.

While this highway does not have sufficient traffic now in numbers to justify four lanes, the character and amount of truck traffic, together with the topography so limiting sight distance, make it necessary, in our opinion, to provide a 4-lane highway. Much of this truck traffic is logging trucks which cause delay in passing. A 2-lane highway, costing 79% as much, would fail to give service, and be a dangerous road.

We would like to advertise this project on April 20 so as to take full advantage of the construction season. Your early approval will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:bi

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

March 26, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

541,695
569,300
31

Dear Sir:

Reference is made to previous correspondence and to Form PR-9 dated March 10, 1948 covering the construction of a 4-lane pavement as Oregon Federal Aid Project F-172(4), Manning Slough - Coaledo Section.

We note the PR-9 submitted increases the cost of this project from $108,000 to $248,000 per mile. Thus, while the length of the project is reduced approximately a mile, there is an increase of $250,000 in the cost. Probably this decrease in length also eliminated a considerable length of bridge over Beaver Creek, leaving only a 60 foot span over Manning Gulch to be constructed. In addition, there is also the grade separation to consider which is programmed at $150,000, so that for 2.65 miles, the total estimated cost is $800,000 or over $300,000 per mile, which to us seems excessive for the standards which are obtained in the project as designed.

Previous information indicated that this section, while carrying considerable local traffic, would not be on the ultimate location of Highway U.S. 101 between Coos Bay and Bandon. Therefore, the large expenditure for this section requires additional justification for the construction of a 4-lane highway. At the program stage it was our understanding the justification for the design proposed was to the effect that a 4-lane pavement, using part of the present pavement, could be constructed to satisfactory alinement and grades at a cost not in excess of the construction of a 2-lane pavement using design standards considered necessary by the State for a highway of this class.

However, the facts as now developed do not bear out those earlier assumptions and we feel that further consideration should now be given to the substitution of a 2-lane pavement with adequate shoulders. The traffic using this project estimated for 1946 was 2,280 vehicles per day, which projected to 1965 gives an estimated traffic of 3,000 per day, which is of course well within the capacity of a well constructed 2-lane highway.

RECEIVED
[illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

In view of the PR-9 as submitted, we should be furnished for comparison purposes, estimates on both the 4-lanes as proposed and on a standard 2-lane design, and in each there should be a breakdown of roadway and bridges. Further action will be withheld pending receipt of your reply.

Very truly yours,

T. M. DAVIS
District Engineer.

F-172(4) Delmar-Coaledo Sec., Oregon 1948
Coast Hwy.
#3057 [redacted]

RECEIVED

~~F~~OR FILING

9-172 (4)

3057

April 10, 1952

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from the Umpqua River Navigation Company of Reedsport in which they advise as follows:

"In answer to your letter of March 27th regarding letter from the Del R. Beebe Construction Company. We are pleased to say that we have received the check in full payment for claims on Contracts 3056, 3057 and 3058. . . ."

This information is provided the United Pacific Insurance Company as it appears as surety on the performance bonds furnished with the above-mentioned State Highway Contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

NOTED ON CARD

FOR FILING

April 10, 1951

Umpqua River Navigation Company
Reedsport, Oregon

Attention: Mr. C. E. McAlister

Gentlemen:

This is to acknowledge your letter of April 6 advising that you have received a check in full payment for your Company's claims against Del R. Beebe Construction Company on State Highway Contracts 3056, 3057 and 3058.

Thank you very kindly for your prompt reply.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

FILED ON DATE
4-10-51 gC

FILING

Williams

UMPQUA RIVER NAVIGATION COMPANY

BARGES, TOWING, SAND AND GRAVEL
Since 1889

REEDSPORT, OREGON

April 6, 1951

NOTED
W. C. WILLIAMS

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In answer to your letter of March 27th regarding letter from the Del R. Beebe Construction Company. We are pleased to say that we have received the check in full payment for claims on Contracts 3056, 3057 and 3058.

Thanking you for your inquiry, we are,

Very truly yours,

UMPQUA RIVER NAVIGATION CO.

/s/ C. E. McAlister
C. E. McAlister
Office Mgr.

CEM/me

RECEIVED
MAR 29 1951
FOR FILING

F-172 (4)

3057

March 27, 1951

Umpqua River Navigation Company
Box 205
Reedsport, Oregon

Attention: Mr. C. H. Hinsdale

Gentlemen:

We have received from the Secretary of State a copy of a letter signed by Del R. Beebe Construction Company addressed to your Company in which they state that a check had been sent to you in the sum of $14,386.08 as full payment for your claims on State Highway Contracts 3056, 3057 and 3058.

So that we may clear our records, will you kindly advise if the check has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

[illegible]

3-27-51 ge

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

3056
3057
3058

March 23, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are enclosing for your information the copy of a carbon copy of a letter by Del R. Beebe Construction Company to the Umpqua River Navigation Company, which was sent to this office for our records.

Very truly yours,

Earl T. Newbry
Secretary of State

NF:M
Enc.

RECEIVED
MAR 26 1951
OREGON
STATE HIGHWAY COMMISSION

[illegible]
3-26-[illegible]

COPY

DEL R. BEEBE CONSTRUCTION CO.
EUGENE, OREGON

March 22, 1951

Umpqua River Navigation Company
Reedsport
Oregon

Attention Mr. O. H. Hinsdale
President

Dear Sir:

Attached is our check number 9946 in the amount of $14,386.08 in full and final payment on State Highway Contracts numbered 3056, 3057 and 3058 known respectively as the Manning Slough Contract, the Delmar-Coaledo Contract and the Coaledo-Chrome Contract.

Yours very truly,
DEL R. BEEBE CONSTRUCTION COMPANY
Bruce Johnson

/bj
attachment

c.c. Secretary of State
Salem, Oregon

United Pacific Insurance Company
Portland, Oregon

[illegible]
3-26-51

RECEIVED
MAR 20 1951
FOR FILING

F-172(4)

3057

Mrs. Lewis

March 19, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the Umpqua River Navigation Company against Del R. Beebe Construction Company in the sum of $14,386.08. The claim is listed as being against State HighwayContracts No. 3057, 3058 and 3171A, which according to our records should be listed as Contract 3056. The claim is filed as an unpaid balance on an older claim originally filed in the sum of $60,000 and concerning which you have been previously notified.

This information is provided as the United Pacific Insurance Company appears as surety on the performance bonds furnished with State Highway Contracts 3056, 3057 and 3058.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

NOTED ON CARD
3-[illegible]-51

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand and Gravel
Since 1889
Reedsport, Oregon

March 14, 1951

Secretary of State of Oregon
Salem
Oregon

Dear Sir:

To OREGON STATE HIGHWAY COMMISSION:

Notice is hereby given the undersigned, Umpqua River Navigation Company has a claim for sand and gravel in the sum of $14,386.08, which amount is the unpaid balance of our claim filed March 21, 1950 with you - the amount at that time being approximately $60,000.00. This claim is against the bond of Del R. Beebe Construction Company with the United Pacific Insurance Company as surety, for the work on Delmar-Coaledo Contract #3057, Coaledo-Chrome Contract #3058, and Manning Slough Contract #3171A - Oregon Coast Highway, Coos County Oregon.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

O. H. HINSDALE
O. H. Hinsdale
President

cc: Oregon State Highway Commission
United Pacific Insurance Co.
Del R. Beebe Construction Co.

OHH/mc

Endorsed:
File No. 3274
Filed MAR. 16, 1951
EARL T. NEWBRY, Secretary of State

RECEIVED
MAR 20 1951
FOR FILING

F-172 (1)

3057

March 19, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks your letter of March 16 to which was attached three copies of a claim filed with your office by the Umpqua River Navigation Company against the Del R. Beebe Construction Company. The claim is in the sum of $14,386.06 against State Highway Contracts No. 3057, 3058, and No. 3171A which should be Contract No. 3056.

This claim bears your file No. 3274.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ :md

3-19-51

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March 16, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Umpqua River Navigation Company and filed as of this date, a notice of claim for sand and gravel in the sum of $14,386.08, against the bond taken from Del R. Beebe Construction Company, principal, and United Pacific Insurance Company as surety, for the work on Delmar-Coaledo Contract #3057, Coaledo-Chrome Contract #3058, and Manning Slough Contract #3171A - Oregon Coast Highway, Coos County Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

RECEIVED
STAT[illegible]ION

[illegible] CARD
3-19 51

RECEIVED
MAR 19 1951
FOR FILING

F-172(4)

3057

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand and Gravel
Since 1889
Reedsport, Oregon

March 14, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Oregon State Highway Contracts #3057,
3058 and 3171A
Del. R. Beebe Construction Co.

[illegible]RED TO [illegible] BY SECRETARY

Query Mrs [illegible]
Note on card

NOTED
F. QUERY

Dear Mr. Glaisyer:

Enclose copies of our letters to the Secretary of State and United Pacific Insurance Company.

On November 6, 1950, we met with the Bonding Company and Del R. Beebe Construction Co. and agreed as to amount on the unpaid balance of our claim. On January 31, 1951, we received a payment of $7,193.00, which left a balance payable of $14,386.08. This amount is still due and we are now demanding payment as per letters enclosed herewith.

We will appreciate your attention.

NOTED
H. B. GLAISYER

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

O. H. Hinsdale
O. H. Hinsdale
President

OHH/mc

NOTED ON CARD
[illegible]
(3-5-1)

March 14, 1951

Secretary of State of Oregon
Salem
Oregon

Dear Sir:

To OREGON STATE HIGHWAY COMMISSION:

Notice is hereby given the undersigned, Umpqua River Navigation Company has a claim for sand and gravel in the sum of $14,386.08, which amount is the unpaid balance of our claim filed March 21, 1950 with you - the amount at that time being approximately $60,000.00. This claim is against the bond of Del R. Beebe Construction Company with the United Pacific Insurance Company as surety, for the work on Delmar-Coaledo Contract #3057, Coaledo-Chrome Contract #3058, and Manning Slough Contract #3171A - Oregon Coast Highway, Coos County Oregon.

3056

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

C. H. Hinsdale
President

cc: Oregon State Highway Commission
United Pacific Insurance Co.
Del R. Beebe Construction Co.

CHH/mc

March 14, 1952

United Pacific Insurance Company
Board of Trade Bldg.
Portland, Oregon

Attn: Mr. Orr

Gentlemen:

Please consider this letter a formal demand for the balance due of $14,306.08 from Del R. Beebe Construction Company - covered by your bonds on Oregon State Highway Contracts #3057, #3058 and #3171A - Oregon Coast Highway, Coos County, Oregon.

Enclosed find copy of our letter to the Secretary of State, which is self explanatory.

We shall appreciate your prompt attention to close this matter.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

G. W. Hinsdale
President

cc: John Lichty, Atty.
United Pacific Insurance Co.

Del R. Beebe Construction Co.

Secretary of State of Oregon

GWH/mo

RECEIVED
MAR 20 1951
FOR FILING

F-172(4)

3057

March 16, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from Umpqua River Navigation Company, Reedsport, stating that on January 31, 1951, they received a payment in the sum of $7,193 from Del R. Beebe Construction Company leaving an unpaid balance on their claim in the sum of $14,386.08. The claim, they state, applied to State Highway Contracts Nos. 3056, 3057 and 3058, known respectively as the Manning Slough Contract, the Dolmar-Coalado Contract and the Coalado-Chrome Contract.

This latest claim, they advise, is the amount still due and payable on the claim filed in this office on March 22, 1950, for $60,000 and concerning which we wrote you on March 23rd. On August 8, 1950, in response to our inquiry, they advised us that their claim applied to Contract No. 3057.

This information is furnished as the United Pacific Insurance Company appears as surety on the performance bond furnished with the above contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

3-16-51

RECEIVED
[illegible] 30 1951
FOR FILING

F-172(4)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON
IDAHO
WASHINGTON

P. O. BOX [illegible]
PORTLAND 8, OREGON

October 2, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-172(4)
Delmar Coaledo Sec.

Dear Sir:

We are forwarding herewith for your files an executed copy of the modification of agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Tom

October 2, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-172(4)
Delmar Coaledo Sec.

Dear Sir:

We are forwarding herewith for your files an executed copy of the modification of agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By:
L. J. Caufield
Principal Highway Engineer

Encl.

egon Feder Aid P ect No. F-172(4) WA8pr 7647

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 10, 1949, by the Oregon State Highway Commission and on behalf of the Commissioner of Public Roads, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. F-172(4); and

WHEREAS, the said Highway Department has requested approval of a revision of the estimate to provide that the Federal funds approved and set aside to the credit of the project be increased from $336,000.00 to $372,000.00 (without change in the estimated cost);

NOW, THEREFORE, it is hereby mutually agreed between the Highway Department and the Commissioner, that the estimate be revised in the manner above indicated and that the project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred seventy-two thousand and 00/100 dollars ($372,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

To Article III shall be added Clause (b) to read:

"(b) Whenever in this contract or in any document made a part thereof the terms 'Public Roads Administration', 'Federal Works Agency', 'Federal Works Administrator', 'General Services Administration', or 'Administator of General Services' appear, they shall include or have reference to 'Bureau of Public Roads' or the 'Department of Commerce' or the 'Secretary of Commerce', as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred seventy-two thousand and 00/100 dollars ($372,000.00), which does not exceed the authorized Federal pro rata share of five hundred ninety-nine thousand, four hundred eighty-one and 45/100 dollars ($599,481.45), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures on September 25, 1950.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

By ____________________
Chairman, State Highway Commission

By Chas H Reynolds
Member, State Highway Commission

By ____________________
Member, State Highway Commission

COMMISSIONER OF PUBLIC ROADS

By ____________________
Division Engineer
U. S. Bureau of Public Roads.

Oregon Federal Aid Project No. F-172(4).

RECEIVED
SEP 28 1950
FOR FILING

7-172 (4)

September 27, 1950

Mr. H. P. Fetters, Manager
Coos-Curry Farmers' Cooperative
Ballards Route
Coquille, Oregon

Dear Sir:

In reply to your letter of September 25, you are advised that final payment on the Del E. Beebe construction contracts Nos. 3057 and 3058 was made on August 29. Final payment as covered by State Highway Warrant No. 38075 was delivered to the United Pacific Insurance Company, which company held a surety bond on Mr. Beebe's contracts.

This office does not know as to what disposition the surety company and Mr. Beebe made of the final payment funds.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

cc Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

, Oregon

Phone 10-R-12
Arago, Oregon

Coos-Curry Farmers' Cooperative
Bullards Route
COQUILLE, OREGON
Phone 2-R-11

NCTED
W. C. WILLIAMS

September 25, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: W. C. Williams, Assistant Engineer

Dear Sir;

Warrant given Glaser Aug. 24 and sent

Warrant mailed Mar 2.

I am writing in regard to contracts number 3057 and 3058 which the Del R. Beebe Company has with the State Highway Commission.

In attempting to complete our records and close the agreement we have with the Del R. Beebe Company we were notified by him under date of July 14, 1950 as follows::
"Quote"
Due to the fact that we have not yet received final payment from the Oregon State Highway Commission, which, naturally, signifies that said contract is not yet complete, and the further fact that we have not yet made final settlement with you, for the reason that final settlement has not yet been made by the Oregon State Highway Commission, it is our contention that our agreement has not yet been terminated or completed. "UnQuote"

We are extremely anxious to have him remove, or release to us for removal certain facilities he erected for the handling of gravel, this he does not seem to be inclined to want to do untill he has received final payment from the Oregon State Highway Commission.

Our contention is that our agreement was for the period covering actual construction, and not that period which the State Highway Commission might take to pay for it.

We naturally prefer to close our agreement without any discord, and would appreciate your advising us, if possible, when you expect final payment to be made to them ?

Yours very truly,

H. P. Fetters

H. P. Fetters, Manager
Coos Curry Farmers Coop.

hpf/cm

RECEIVED
AUG 30 1950
FOR FILING

7-172(4)

3057

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 0476

August 29, 1950

State Highway Commission
Salem, Oregon

NOTED
H. B. GLAISYER

Attention: Mr. Glaisyer

Dear Sir:

On August 24th, Mr. Deevers again advised me that he was advising you, as Secretary of the Commission, to make payment of the balance due Bebee on the Coos Bay job. The local manager of the United Pacific just called and advised me that this has not yet been received.

As a personal favor to me, and to convince my Surety Company that I am on the job, will you put forth your best efforts to get this money to them at your earliest opportunity.

Very truly yours,

John Lichty
JOHN LICHTY

JL:z

Warrant was mailed 8/29
our letters crossed in the mail.
HBG

RECEIVED
AUG 30 1950
FOR FILING
7-172(4)
3057

F1 uss Senior

August 29, 1950

Mr. John Lichty
Attorney
United Pacific Insurance Co.
Failing Bldg.
Portland, Oregon

Dear Mr. Lichty:

I hand you herewith State Highway Fund Warrant No.R 38075, in the amount of $42,327.71, payable to the order of Del R. Beebe Construction Co., United Pacific Insurance Co., Assignee.

This warrant represents final payment to Del R. Beebe Construction Co. for work performed under State Highway Contract No. 3057, covering grading and paving on the Delmar-Coalede Section of the Oregon Coast Highway in Coos County, Oregon. It is mailed to you for further handling with the strict understanding, however, that it shall be held intact pending satisfactory settlement of the claim of the Umpqua River Navigation Co., in the amount of $26,056.15, which claim is the only one outstanding against this job as far as the State Highway Department's records are concerned.

Please acknowledge receipt of this warrant on the attached copy of this letter.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:gl

cc: Mr. C. H. Hinsdale
Mr. J. M. Devers
Mr. H. H. Hawke
Mr. P. A. [illegible]

NOTED ON CARD
8-29-5

I hereby acknowledge receipt of the warrant mentioned in the above letter, described as State Highway Fund Warrant No.R 380575 in the amount of $42,327.71, payable to the order of Del R. Beebe Construction Co., United Pacific Insurance Co., Assignee. The warrant was received on ______________, 1950.

____

JOHN LICHTY EDWARD O. DOXEY

LICHTY AND DOXEY
ATTORNEYS AT LAW
FAILING BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 5479

August 11
1950

RECEIVED
SALEM
STATE HIGHWAY COMMISSION

Mr. J. M. Devers
Attorney
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Devers:

Re: Contract No. 3057 -
Del R. Beebe Construction Company

I thank you for your letter of August 10th relative to this matter.

I am representing the surety company on the bond given by Mr. Beebe in connection with this contract. That surety company has an assignment of all funds earned on this contract and the final payment will go to the surety company.

We thoroughly appreciate the sentiments expressed by you in your letter and the excellent work that the Highway Commission is doing in seeing that the surety is promptly advised of pending claims and given the opportunity to protect themselves against possible loss.

This happens to be one case where we have for a long time been watching the matter and are thoroughly conversant with all its ramifications.

I feel that the procedure and policies, which you outline in your letter, are thoroughly in accord with both law and equity, and in the many years of my practice in Oregon, where I have been representing sureties, I have always found you and the Commission to be fair and considerate.

You are right in that the figure $250,000 in the last paragraph of my letter was wrong as it should have been $25,000.

I note that you have advised the Commission that the funds in this matter are due to be released and paid.

I am sending a copy of this letter to Mr. Glaisyer and he may take that as the necessary consent of the surety company to the payment of the balance due on the contract.

Yours very truly,

John Lichty

JL:m
cc: Mr. H. B. Glaisyer ✓
United Pacific Ins. Co.

COPY

8/15 Hinsdale called - I took him up to see Mr. Clemens. Clemens will phone Lichty 8/16 about releasing final payment and will let me know what to do.
Clemens phoned 8/18 that he has been unable to get in touch with Lichty -

All memoran. bills releasing final payt.

FORM E-30 25M 6-46 32902

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1950

SUBJECT:

To:

NOTED
H. B. GLAISYER

Mr. H. B. Glaisyer
Secretary
Office

Dear Mr. Glaisyer:

Attached is a copy of my letter written to Mr. Lichty at your request, and I suggest that if the surety company is not objecting to the release of the money and if the claim is not supported by garnishment proceedings the money earned and qualified for release be paid to the contractor so that the contractor can take care of his obligations.

I am assuming that this payment is not the final payment.

Yours very truly,

JM Devers
J. M. DEVERS

JMD:JK
Attach.

E-122X 25M 5-50

COMMISSIONERS
N R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

August 10, 1950

Mr. John Lichty
Attorney at Law
Failing Building
Portland, Oregon

Dear Mr. Lichty:

I have just been handed a copy of your letter addressed to Mr. Glaisyer, Secretary to the Commission, concerning contract No. 3057 with the Del R. Beebe Construction Company, and I have given thought to the legal problem presented by you in that letter.

You are correct in your conclusion that the mere filing with the Secretary of State and the Highway Commission of a claim against a State Highway contractor does not in and of itself obligate the State to withhold from the contractor the amount of the claim. The claim may be a disputed claim and if it is disputed claim, manifestly the Highway Commission should not sit as a court to pass upon the rights of the parties.

It has been our policy and practice when claims are filed against a contractor to advise the contractor of that fact and advise his surety. If the claim is not promptly taken care of then the claimant of course may institute court proceedings against the contractor and the contractor's surety.

It has also been our practice and policy to withhold final settlement for a period of time in the event there are pending unsettled claims. We call to the attention of the contractor and his surety that those unsettled claims are pending, and we let the claimants know that the State is ready to make final payment. We require that the surety company consent that final payment be made notwithstanding the unpaid claims, and if the surety company refuses to consent then we feel obligated to withhold final settlement with the contractor.

As you know, the law and the provisions of the contract between the State and the contractor obligate the contractor and his surety to promptly make payment to all persons furnishing labor or materials. I believe that in the face of the statute and the obligations of the contract the Commission under certain conditions and circumstances would be obligated to withhold payment if funds paid by the State to the contractor were not being employed for the payment of labor and materialmen, but in reaching a decision under those circumstances we try to ascertain whether or not failure to make payment is justified insofar as the contractor is concerned. If the contractor's policy is to leave unpaid labor and material claims and make other use of funds which the State is paying for work done, then we feel that we have some obligation to labor and materialmen. We recognize, of course, that a contractor must have the payments as they become due in order to make it possible for him to meet his obligations. I think you can see that two possible situations would develop; one which would justify the Commission in withholding payment, and the other which would not require the Commission to withhold payment.

In the next to the last paragraph in your letter you say, "I personally know that $250,000 of the $60,000 claim of the Umpqua River and Navigation Company has been paid and that the balance will be paid just as soon as the proper determination can be made of the conversion factor of the asphalt concrete work can be determined." Is the $250,000 a typographical error?

I have advised our people that since the claim is not covered by attachment or garnishment and if the surety company is not opposing payment by the State, that such amount of money as has been earned and is now due be released to the contractor.

Yours very truly,

J. M. DEVERS

JMD:JK

RECEIVED
AUG 28 1950
FOR FILING

F-172(4)

August 25, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the Delmar-Coaledo contract, Project F-172 (4) and particularly to the major line revision made between Stations 465 and 477, after construction was started, to avoid disturbance of the Southern Pacific Railway roadbed.

This line revision increased the excavation quantities 103,600 cubic yards and as this additional excavation was more difficult than the average for the contract, it was necessary to make allowance for it to the contractor at a price of 57¢ per yard as compared with the contract price for excavation of 38¢ per yard.

For your files we are sending copies of the price agreement under which payment for this extra excavation has been made; also four prints of revised plan sheets 4 and 5, showing the alignment and grade as constructed.

In the final federal aid voucher, we propose to include the 103,600 yards of extra excavation as part of the participating cost at 38¢ per yard, but we will not claim reimbursement for the same except as reimbursement may be available within the total of the already approved project agreement estimate.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

SNP:nd

RECEIVED
[illegible]
FOR FILING

7-172(4)

3057

Files

Salem, Oregon
August 24, 1950

Mr. Hawkins:

Attached is a copy of a memo that I have dictated for our files to show why we are approving payment of the final estimate to Mr. Beebe in connection with his contract No. 3057, for grading and paving on the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County.

You will note that Mr. Devers recommended that the final warrant be released and you will also note the willingness of Mr. Hinsdale, owner of the Umpqua River Navigation Co., that the final payment be released, due to the fact that this is the only outstanding claim against this job.

It will be necessary for you to obtain the warrant from the Secretary of State. When you get it will you kindly let me have it for further handling. I wish to send it to Mr. Lichty, Attorney for the Surety, with a special letter to the effect that he is to keep the amount of the payment intact until the claim of the Umpqua River Navigation Company has been fully satisfied.

HBG:gl
Attachment 1

Secretary

NOTED ON CARD
8-24-50 gl

FORM E-30 15M 8-49 31909

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1950

NOTED
H. B. GLAISYER

SUBJECT:

To: MEMO:

Mr. John Lichty, Attorney for the United Pacific Insurance Co. the Surety for Del R. Beebe Construction Co. in connection with Contract No. 3057, for grading and paving on the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County, phoned me today concerning the claim of the Umpqua River Navigation Co. He had just returned from his vacation and found a note for him to call the State Highway Department. I told him that Mr. Devers had been trying to get in touch with him for the past week concerning this claim and that he had better talk to him. I transferred the call.

Mr. Devers later came in my office and recited his conversation with Mr. Lichty to the effect that if agreeable with Mr. Hinsdale of the Umpqua River Navigation Co. he would hold a conference in Mr. Lichty's Office, or some place in Eugene, with Mr. Beebe, Porter W. Yett, Mr. Hinsdale and Mr. Lichty in order to arrive at a satisfactory settlement of this claim. Mr. Devers suggested that I transmit such information to Mr. Hinsdale. I tried to get Mr. Hinsdale on the telephone but the report was that he was out of town and could not be reached. I had occasion shortly thereafter to go into Mr. Baldock's Office and Mr. Hinsdale happened to be in that office. I asked him to stop in my office when through conferring with Mr. Baldock. He did so and I then took Mr. Hinsdale up to see Mr. Devers. Mr. Devers related to Mr. Hinsdale his conversation with Mr. Lichty but Mr. Hinsdale did not think the conference would do much good. He stated he had filed his claim with the Secretary of State and he gave as his feeling that he was amply protected against loss of his claim by the bond, in view of which he stated his willingness to let the Highway Department pay the final estimate to the contractor. Mr. Devers suggested that if he was not satisfied with the proceedure that he sue the contractor and attach the funds but Mr. Hinsdale stated his reluctance to do that under the present circumstances. Mr. Devers stated that due to the fact that the claim was a disputed one that the Highway Commission could not be placed in the position of passing judgment upon it. He advised that in his conversation with Mr. Lichty that Mr. Lichty stated that if the Highway Commission released the final payment in connection with this job, which is assigned to the United Pacific Insurance Co., and the warrant was to be mailed to him personally as its attorney that he would hold the funds intact until the claim of the Umpqua River Navigation Co. had been paid in full. It was Mr. Devers' advice that the warrant be disposed of in this manner and that it be transmitted by letter, instructing him to keep the money intact until the claim of the Umpqua River Navigation Co. had been satisfied. Mr. Hinsdale stated his approval of such arrangements.

REFERRED TO [illegible] - Mrs Lewis
BY SECRETARY

We returned to my office and I checked with the Auditing Department as to what monies had been paid to Mr. Beebe on this job and was told that the only remaining payment is the revised final in the amount of $42,327.71, which amount is assigned to the United Pacific Insurance Co. and the warrant is to be mailed to Mr. Lichty when received from the Secretary of State. Mr. Hinsdale again approved the payment. He stated to me, in the presence of Mrs. Lewis, that he was reluctant to institute suit in the amount of the claim as his dealings to date had been on a friendly basis with the contractor and his surety. He gave as his feeling that he would be able to secure as much satisfaction by instituting suit to collect his claim after the State had released final payment to Mr. Beebe as if the suit was instituted before the money was released.

In view of the fact that this is the only outstanding claim against this job; that Mr. Hinsdale is willing that the final payment be released, and that it is the opinion and recommendation of Mr. Devers that final payment should be made, I instructed the Auditor to secure the warrant from the Secretary of State and deliver it to me for further handling.

Secretary

HBG:gl

O.K.

NOTED
W. C. WILLIAMS

8-24-50 gl

RECEIVED
AUG 29 1950
FOR FILING

7-172(4)

3057

Files

OREGON STATE HIGHWAY COMMISSION

August 22, 1950
(Date)

3057 (Contract No.)	13 A 14 Final (Est. No.)	Hal R. Beebe Construction Co. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
13426	380575	42,327.71	Aug. 18, 1950

XXXXX

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: AUG 29 1950

Mailed 8-29-50 (warrant)
gK

Wt forwarded to
H.B. Glaisyer as per
his request in letter
on file aaw

NOTED ON CARD
8-29-50 gK

OREGON STATE HIGHWAY COMMISSION

August 22, 1950
(Date)

3057
(Contract No.)

13 & 14 Final
(Est. No.)

Del R. Beebe Construction Co.
(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
13426	380575	42,327.71	Aug. 18, 1950

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Aug. 31, 1950

ACCOUNTING DIVISION
aav

Completed: Dec. 5, 1949

Contract Accepted: Feb. 6, 1950

Time Extensions: None required

Penalties: None of record

Claims: There is a claim filed by the Umpqua River Navigation Co. for $26,056,15.

Remarks: Mr.Hinsdale, owner of above company, consented to and Mr. Devers recommended release of the final payment, the warrant to be sent to this office for further handling by Mr. Glaisyer.

Date: 8-28-50

Accounting Division:

Release of the above warrant is hereby authorized:

HBGlaisyer
H. B. Glaisyer

Warrant Mailed:

RECEIVED
[illegible]
FOR FILING

F-172 (4)

August 17, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for modified agreement and one copy of program change form for the Dalmar-Coalede Section, Project No. F-172 (4) in which estimate the Federal funds have been increased to represent more nearly the permissible prorate amount.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]

Encl.

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

T. M. Davis
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

August 17, 1950
(Date)

The following major program change of the individual project is requested:

Oregon (State) Postwar Federal Aid Primary Highway Program (Previous program) (Date of approval)

COUNTY Coos Route No. FA-2

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programed	12	F-172 (4)	Delmar to Coaledo	Survey-Plans					Br., Gr., Dr., 0.521 mi. 2-lane & 2.112 mi. 4-lane high type pavement
				Right-of-Way					
				Construction	599,481	336,000	263,481		
				Total	599,481	336,000	263,481	2.655	
Requested Revision	12	F-172 (4)	Delmar to Coaledo	Survey-Plans					Same
				Right-of-Way					
				Construction	599,481	372,000	227,481		
				Total	599,481	372,000	227,481	2.655	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: Increase Federal funds to represent more nearly permissible prorata amount.

Date August 17, 1950

By R. H. Baldock
(State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 10—61038-1

Oregon State Highway Department

Federal Aid Project No. F-172 (4)

DELMAR-COALEDO SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.

Salem, Oregon, August 14, 1950

Code No. 6201
4-Lane Pavement (Sta. 429+40 to 473+50)(Sta. 501+00 to 569+50)
(Contract No. 3057)

All Required		Clearing and Grubbing (75%)		$ 37,500.00
2,800	sq. yds.	Removal of Pavement	$ 1.30	3,640.00
1,620	cu. yds.	Structural Excavation, Unclassified	4.50	7,290.00
230	cu. yds.	Trench Excavation, Unclassified	2.50	575.00
328,000	cu. yds.	General Excavation, Unclassified	0.38	124,640.00
1,117,000	yd. stas.	Short Overhaul	0.015	16,755.00
21,000	C-yd. stas.	Long Overhaul	0.40	8,400.00
2.11	miles	Finishing Roadbed and Slopes	650.00	1,371.50
9,000	lin. ft.	Rounding Cutbanks	0.30	2,700.00
2,800	lin. ft.	8" Perf. Metal Drain Pipe, Coated	2.00	5,600.00
300	lin. ft.	12" Concrete Pipe	2.00	600.00
1,680	lin. ft.	18" Concrete Pipe	3.00	5,040.00
350	lin. ft.	24" Concrete Pipe	4.00	1,400.00
160	lin. ft.	Extra for Installing Pipe Under Pavement	3.00	480.00
460	cu. yds.	Rock or Gravel Backfill in Drains	5.00	2,300.00
2	only	Concrete Inlets	150.00	300.00
70	cu. yds.	Class "A" Concrete	60.00	4,200.00
12,000	lbs.	Metal Reinforcement	0.15	1,800.00
60	cu. yds.	Cement Rubble Masonry	60.00	3,600.00
100	only	Wood Sight Posts	7.00	700.00
17,700	cu. yds.	2½" - 0" Material in Base	3.50	61,950.00
4,400	cu. yds.	3/4" - 0" Material in Base and Shoulders	4.00	17,600.00
600	M-gals.	Sprinkling	3.00	1,800.00
470	cu. yds.	3/4" - 0" Material in Binder Course	5.00	2,350.00
68	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	3,400.00
17,600	tons	Class "B" Asphaltic Concrete	8.50	149,600.00
1,050	only	Asphaltic Concrete, Traffic Markers	2.50	2,625.00
		Subtotal		$468,216.50
		10% Engr. & Cont.		46,821.65
		Total		$515,038.15

Length of Roadway	2.112 miles
Length of Bridge	.011 miles
Length of Overcrossing Structure (Exception)	.034 miles
Total Length	2.157 miles
Cost per mile, Roadway	$243,862.76

Code No. 6201
2-Lane Pavement (Sta. 473+50 to 501+00)
(Contract No. 3057)

All Required		Clearing and Grubbing (15%)		$ 7,500.00
180	cu. yds.	Structural Excavation, Unclassified	$4.50	810.00
60	cu. yds.	Trench Excavation, Unclassified	2.50	150.00
46,000	cu. yds.	General Excavation, Unclassified	0.38	17,480.00
6,000	yd. stas.	Short Overhaul	0.015	90.00
0.52	mile	Finishing Roadbed and Slopes	650.00	338.00
2,400	lin. ft.	Rounding Cutbanks	0.30	720.00
150	lin. ft.	10" Perforated Metal Drain Pipe, Coated	2.50	375.00
220	lin. ft.	18" Concrete Pipe	3.00	660.00
150	lin. ft.	30" Concrete Pipe	6.00	900.00
40	cu. yds.	Rock or Gravel Backfill in Drains	5.00	200.00
2,000	cu. yds.	2½" - 0" Material in Base	3.50	7,000.00
500	cu. yds.	3/4" - 0" Material in Base and Shoulders	4.00	2,000.00
60	M-gals.	Sprinkling	3.00	180.00
80	cu. yds.	3/4" - 0" Material in Binder Course	5.00	400.00
12	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	600.00
1,800	tons	Class "B" Asphaltic Concrete	8.50	15,300.00
			Subtotal	$ 54,703.00
			10% Engr. & Cont.	5,470.30
			Total	$ 60,173.30

Length 0.521 mile
Cost per mile $115,495.77

Manning Slough Bridge (Sta. 451+12.5 to 451+72.5)
Code No. X021 (Contract No. 3054)

15	cu. yds.	Structural Excavation	$ 8.00	$ 120.00
2,400	lin. ft.	Furnish Treated Piling	1.25	3,000.00
40	only	Drive Piles	85.00	3,400.00
175	cu. yds.	Class "A" Concrete	90.00	15,750.00
36,000	lbs.	Metal Reinforcement	0.16	5,760.00
140	lin. ft.	Metal Handrail	16.00	2,240.00
All Required		Maintenance of Traffic and Remove Old Bridge		4,000.00
			Subtotal	$ 34,270.00
			Lump Sum Reduction	10,000.00
				$ 24,270.00

Length of Bridge 0.011 mile

SUMMARY OF FUNDS

	Total Cost	Federal Aid Funds	State Funds
4-Lane Pavement	$515,038.15	$319,600.00	$195,438.15
2-Lane Pavement	60,173.30	37,340.00	22,833.30
Bridge	24,270.00	15,060.00	9,210.00
	$599,481.45	$372,000.00	$227,481.45

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

FORM E-123X 25M 9-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

RECEIVED
AUG 16 1950
FOR FILING

7172 (4)

3-57

August 10, 1950

W. C. Williams

Mr. John Lichty
Attorney at Law
Failing Building
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Lichty:

I have just been handed a copy of your letter addressed to Mr. Glaisyer, Secretary to the Commission, concerning contract No. 3057 with the Del R. Beebe Construction Company, and I have given thought to the legal problem presented by you in that letter.

You are correct in your conclusion that the mere filing with the Secretary of State and the Highway Commission of a claim against a State Highway contractor does not in and of itself obligate the State to withhold from the contractor the amount of the claim. The claim may be a disputed claim and if it is disputed claim, manifestly the Highway Commission should not sit as a court to pass upon the rights of the parties.

It has been our policy and practice when claims are filed against a contractor to advise the contractor of that fact and advise his surety. If the claim is not promptly taken care of then the claimant of course may institute court proceedings against the contractor and the contractor's surety.

It has also been our practice and policy to withhold final settlement for a period of time in the event there are pending unsettled claims. We call to the attention of the contractor and his surety that those unsettled claims are pending, and we let the claimants know that the State is ready to make final payment. We require that the surety company consent that final payment be made notwithstanding the unpaid claims, and if the surety company refuses to consent then we feel obligated to withhold final settlement with the contractor.

As you know, the law and the provisions of the contract between the State and the contractor obligate the contractor and his surety to promptly make payment to all persons furnishing labor or materials. I believe that in the face of the statute and the obligations of the contract the Commission under certain conditions and circumstances would be obligated to withhold payment if funds paid by the State to the contractor were not being employed for the payment of labor and materialmen, but in reaching a decision under those circumstances we try to ascertain whether or not failure to make payment is justified insofar as the contractor is concerned. If the contractor's policy is to leave unpaid labor and material claims and make other use of funds which the State is paying for work done, then we feel that we have some obligation to labor and materialmen. We recognize, of course, that a contractor must have the payments as they become due in order to make it possible for him to meet his obligations. I think you can see that two possible situations would develop; one which would justify the Commission in withholding payment, and the other which would not require the Commission to withhold payment.

In the next to the last paragraph in your letter you say, "I personally know that $250,000 of the $60,000 claim of the Umpqua River and Navigation Company has been paid and that the balance will be paid just as soon as the proper determination can be made of the conversion factor of the asphalt concrete work can be determined." Is the $250,000 a typographical error?

I have advised our people that since the claim is not covered by attachment or garnishment and if the surety company is not opposing payment by the State, that such amount of money as has been earned and is now due be released to the contractor.

Yours very truly,

J. M. DEVERS

NOTED
W. C. WILLIAMS

JMD:JK

RECEIVED
AUG 11 1950
FOR FILING

F-172 (4)

August 10, 1950

Umpqua River Navigation Company
Reedsport, Oregon

Attention: Mr. C. H. Hinsdale

See: F-172 (4)
3056

Gentlemen:

This is to acknowledge your letter of August 8 in which you advise that the sum of $26,056.15 is the unpaid balance of your original claim of $60,000 and applies to Contract 3057, which contract was awarded to Del R. Beebe Construction Company. In your letter of August 3 you advised that Del R. Beebe Construction Company owed your Company $26,056.15 for material furnished in connection with Mr. Beebe's operations on Contracts 3056 and 3058. All three contracts, 3056, 3057 and 3058, were awarded to the Del R. Beebe Construction Company by the State Highway Commission.

For your information 3171-A mentioned in your letter of August 8 is the bridge number for the Manning Slough Bridge on which Contract 3056 was awarded.

To review this matter briefly, our records show that on March 22 your Company filed a claim with the Secretary of State in the amount of $60,000 against Contracts 3056, 3057 and 3058. The point in which we are now concerned is to what contract the remaining balance of $26,056.15 applies. As final payment is now being processed on Contract 3057, will you kindly verify the contract to which your claim applies.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md

RECEIVED
AUG 11 1950
FOR FILING

7-172(4)

[illegible]

August 9, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen

Aug 8-50
Sec. F-172(4)
3056

Attached hereto is a copy of a letter from the Umpqua River Navigation Company concerning their claim in the amount of $26,096.15. You will note that Mr. Hinsdale states that this amount is the unpaid balance of the original $60,000 claim and applies to Contract 3057. He mentions 3171-4, which is the Manning Slough Bridge number on which Contract 3056, was awarded.

This information is provided as the United Pacific Insurance Company has furnished the bonds executed in connection with Contracts 3056, 3057 and 3058.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:ml
Attach.

cc - Durham and Bates
901 S. W. Washington Street
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

NOTED ON CARD

RECEIVED
[illegible] 1950
FOR FILING

7-172 (4)

3087

Files

August 8, 1950

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

I have just received your letter of August 7, 1950, regarding the claim of the Umpqua River Navigation Company against Del R. Beebe.

Due to the fact that legal matters are involved, I am referring your letter to the Highway Commission's Chief Counsel, Mr. J. M. Devers, with the request that he reply thereto.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]

cc - United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

J. M. Devers

Mr. Devers: Attached is a copy of Mr. Lichty's letter. Will you please answer it and send me a copy of your reply? Thanks a lot.

NOTED ON CARD
8-8-50 g

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 8478

Copy to [illegible]
8-8-5

August 7,
1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re: Contract No. 3057 - Del R. Beebe
Construction Co.

This is to acknowledge your letter of August 2, 1950 addressed to the United PacificInsurance Company at its Seattle office relative to the above contract and the final payment thereunder.

It is not our understanding that the filing of a claim should result in withholding final payment to the contractor. The statute relative to the filing of claims provides that the claim shall state that it is being filed against the bond taken from the contractor and the surety company on his bond.

It would be manifestly unjust to deprive the contractor of his working capital just because someone files an ex parte statement that the contractor owes him money. I believe that was the purpose of requiring the bond of the contractor to run to anyone having a claim.

If the Umpqua River Navigation Company has a claim it can be asserted against both the contractor and the surety.

ACKNOWLEDGED
H. B. GLAISYER

Willyou kindly advise me at your earliest opportunity whether or not the advice you have given to the effect that this payment will not be made until outstanding claims have been satisfied is final.

If you have not already done so, I suggest that you contact the Attorney General and get his opinion as to the right of the Commission to withhold payments in cases of this kind. It is my personal opinion that the Commission does not have the right and that the contractor could being an action to recover, and that the fact that a claim has been filed against his bond would not be a defense for the Commission's failure to pay.

This is written in the spirit of cooperation and not criticism, but I would like to have a determination of the question as this money is badly needed for Mr. Beebe's working capital.

I personall know that $250,000 of the $60,000 claim of the Umpqua River and Navigation Company has been paid and that the balance will be paid just as soon as the proper determination can be made of the conversion factor of the asphalt concrete work can be determined.

The surety company is joint controlling of the funds of Mr. Beebe and will always retain enough to satisfy any possible demand of the Umpqua River Navigation Company.

Sincerely,

John Lichty

John Lichty

JL:m

cc: United Pacific Insurance Co.

NOTED ON CARD
[illegible] gl

RECEIVED
AUG 8 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG - 1950
FOR FILING

7-172 (4)

3057

August 7, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

— See F-172 (4)
3056

We have received a letter from the Umpqua River Navigation Company, Reedsport, Oregon, in which they advise as follows:

"Re: Del R. Beebe Construction Co. Contracts 3056 and 3058. Your letter Aug. 2, 1950.

"Our records show that Del R. Beebe Construction Co. owe us as of Aug. 3, 1950 the sum of $26,056.15 which is a claim for material furnished on the above named contracts."

On March 22nd the Umpqua River Navigation Company filed a claim with the Secretary of State in the amount of $60,000 against Contracts 3056, 3057 and 3058 of which you were previously notified. We do not know if the sum of $26,056.15 is a part of that claim or not. We have, however, asked the Umpqua River Navigation Company to advise us.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham and Bates
921 S. W. Washington Street
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

NOTED ON CARD
8-7-50

RECEIVED
AUG - 1950
FOR FILING

August 7, 1950

Umpqua River Navigation Company
Reedsport, Oregon

Attention: Mr. O. H. Hinsdale

See F-172 (+)
3056

Gentlemen:

We have your letter of August 3 advising that the Del R. Beale Construction Company owes your Company the sum of $22,056.15 for material furnished on the State Highway Commission Contracts 3056 and 3058.

On March 22, 1950, you filed a claim with the Secretary of State in the amount of $60,000 which claim applied to Contracts 3056, 3057 and 3058. Final payment is now in process on the contract 3057. Will you kindly advise if the amount of $26,056.15 is a portion of the $60,000 claim filed March 22, also if any part of the $60,000 claim has been satisfied and if your Company has any claims against Contract 3057.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED IN [illegible]
8-7-50

RECEIVED
AUG - 3 1950
FOR FILING

7-172(4)

3057

3057

August 2, 1950

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Please be advised that State Highway Contract No. 3057, for work on the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County, has been completed by the contractor, Del E. Beebe Construction Co., and that revised final payment in the amount of $42,327.71 will be made on or after August 12, 1950, providing outstanding claim has been satisfied and this office notified.

There is a claim filed against this project, together with contracts No. 3056 and No. 3058, by the Umpqua River Navigation Co. in the sum of $60,000.00, of which you have been previously notified.

For your information we wish to advise that the total revised contract amount is $636,123.52, and that no force account work was performed on the job. This contract was completed on December 5, 1949 and accepted by the Highway Commission on February 6, 1950.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Portland Branch Office

Durham & Bates
901 S.W. Washington
Portland 5, Oregon

NOTED ON CARD

RECEIVED
1950
FOR FILING

7-172 (d)
3057

Files

August 2, 1950

Umpqua River Navigation Company
Reedsport
Oregon

Gentlemen:

Contract 3057

Please be advised that the State Highway Commission is ready to make revised final payment, on or after August 12, 1950, to Del R. Beebe Construction Co. for grading and paving on the Delmar-Coaledo Section of the Oregon Coast Highway.

Our records show a claim filed by your Company against this contract, togeather with contracts No. 3056 and No. 3058, in the amount of $60,000. Will you please notify this office as to whether or not this claim has been satisfied so that we can release the contractor's final warrant as soon as possible.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
[illegible]

RECEIVED
AUG - 1 1950
FOR FILING

FORM K-30 25M 5-50 40600

F-172 (4)

3-57

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1950

1351

To:

Mr. W. C. Williams
Ass't. State Highway Engineer

OFFICE

SUBJECT:

Our File 14098
Your Assignment 1351
School District No. 51
Coos Bay-Coquille Section
Oregon Coast Highway

Dear Mr. Williams:

The above assignment is returned herewith and I find that Mr. Cooper wrote to the Del R. Beebe Construction Company, as requested on August 26, 1949, and sent a copy of the communication to you.

The last activity in our file is a letter from yourself to Mrs. Gertrude A. Currier, Clerk, dated March 15, 1950, in which you state that final payment is being withheld pending a settlement of the District's claim for $60.00 damages, done to the playground equipment.

Should any further action by this department be desired please advise.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. PORTER
Ass't. Right of Way Engineer

NOTED
W. C. WILLIAMS

RLP:MA

Encl.

ASSIGNMENT No. 1351

Letter regarding alleged damage to playground equipment of Coos Co. School, dated August 23, 1949.

DATE: August 24, 1949 ASSIGNED TO: Forrest Cooper

☐ Investigation and report to this office
☒ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date________________

☐ ____________________________________

REPORT RECEIVED: 7-31-50 me

REMARKS:

DEL R. BEEBE
CONSTRUCTION COMPANY
GENERAL CONTRACTOR

P. O. Box 136
Eugene, Oregon

14098

August 23, 1949

NOTED
FORREST COOPER

Mr. W. C. Williams
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

RECEIVED
AUG 25 1949
LEGAL DEP'T.

Dear Sir:

Regarding your letter of August 15, 1949, in connection with alleged damage to playground equipment of the Coos County School District No. 51, this is to advise that our superintendent has no knowledge of said damage and that we have checked with the Resident Engineer, Mr. C. C. Gall who also advised that he had no knowledge of said damage.

We understand that the school building has been sold and is now being torn down.

In connection with subject claim, it would be appreciated if you could advise any further particulars in order that we may be able to trace this matter further.

Very truly yours,

DEL R. BEEBE CONSTRUCTION CO.

L. E. Jeffs
Office Manager

LEJ:bt
cc. Mr. Ted Boyle
Portland, Oregon

RECEIVED
AUG 2 [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1950
FOR FILING

57

June 28, 1950

Oregon State Highway Commission

Gentlemen:

We have been in controversy for several months with the Del E. Bache Construction Company, relative to a claim which the contractor has made for additional compensation by reason of a line change at the so-called Green Acres Hill on the Delmar-Coaledo Section of the Oregon Coast Highway. At this point it was necessary to make a line revision to avoid displacing the Southern Pacific Railroad, and the line revision resulted in an increase of 103,600 yards of excavation. A considerable amount of the excavation was rocky material and, consequently, more difficult to handle than the average materials on which the contractor had placed his bid. In fact, some 40,000 yards of material from this cut were used for base surfacing.

The contractor's original claim was in the amount of $64,674, but this is entirely out of reason when compared with the actual additional cost to him. A careful analysis of the extra cost to the contractor indicates it to be $19,600.

After repeated conferences, the last of which was held on June 27, the contractor has agreed to accept, as additional compensation, the amount of $19,684, which is based on a 19¢ per yard increase for the excess excavation encountered in the rocky cut. We believe that the contractor is entitled to compensation in this amount, and I recommend that you approve payment of such amount to him.

Presently the project authorization shows an underrun of $28,826, which means that if the additional amount is allowed the project authorization will still be underrun $9,142.

This matter will be on the next agenda, and I recommend your approval for settlement with the Bache Construction Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. J. M. Devers
Mr. W. C. Williams
Mr. H. G. Smith
Mr. M. H. Hawke
Mr. S. H. Probert

RECEIVED
JUN 29 1950
FOR FILING

F-172 (4)

2-57

Salem, Oregon
June 28, 1950

Mr. H. G. Smith

At a conference held in this office on June 27 with Del R. Beebe and his attorney, John R. Lichty, the following tentative agreement was reached relative to Beebe's claim on the Delmar-Coaledo Section.

1. The contractor to be allowed an additional amount of 19¢ per yard for the 103,600 yards in the Green Acres Hill cut. This, in money, totals $19,684.

2. The contractor is to be allowed payment, at the regular price of $3.50 per yard, for 1,084 cubic yards of rock placed in various road approaches and on sections of the roadbed to facilitate traffic. This is somewhat controversial, but it is admitted that the rock was placed, and we have many times in the past paid for such material and have no basis for refusing in this instance.

You will please prepare a price agreement covering increased excavation, which will show the material to be paid for at 57¢ per cubic yard. No price agreement is necessary for the 1,084 yards of rock, and the supporting data should be corrected to include payment for this material.

The price agreement is to state that the contractor, in accepting the price of 57¢ per cubic yard for the increased material, waives any and all other claims on the project - this, of course, after the rock item has been taken care of.

W. C. Williams

WCW:me

cc Mr. S. H. Probert
Mr. K. D. Lytle

701.857.3–
469.137.29
32620
3,794
28.826

639.857
62.000

10360
49
93240
10 366
19.684

1084
3.–
5420
3 2 52
.7 1 0 0

3794

1084–
3.5
5420
3252
3794.00

12,000 ~~additional cost~~
2600 additional rental
1500 loss in placing selections to [illegible]
2000 – tire wear on long haul
1500 – Cost of pioneering to start exc.
19,600 ✓

19684.00
3794.00
23.478

103.600.

28.826
19.684
9.142

42,174.00 Extra cost of Exc
12 500.00 = payment to Hinsdal
54,674 0 0
10.000.00
64,674 00

103.680

469.137.29
23478.00
492.615.29 ✓
201.857.35
9,2420 6

RECEIVED
JUN 16 1950
FOR FILING

F-172(4)

57

DEL R. BEEBE
CONSTRUCTION COMPANY
GENERAL CONTRACTOR

P. O. Box 138
EUGENE, OREGON

NOTED
W. C. WILLIAMS

June 12, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: W. C. Williams, Assistant State Highway Engineer

Gentlemen:

We are in receipt of your letter of June 2, 1950, regarding conversion factor on the Coos Bay Jobs in connection with the Coos Curry Farmers' Cooperative of Coquille, Oregon.

We should like to take this opportunity to express our appreciation for your cooperation in this matter.

Very truly yours,

DEL R. BEEBE CONSTRUCTION CO

L. E. Jeffs

L. E. Jeffs
Office Manager

LEJ:e

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
JUN 6 1950
FOR FILING

7-172(4)

3057

June 2, 1950

Del R. Beebe Construction Company
P. O. Box 138
Eugene, Oregon

Attention: Mr. L. E. Jeffs,
Office Manager

Gentlemen:

Please pardon my delay in replying to your letters of May 1 and May 10, relative to materials used on your Contracts Nos. 3057 and 3058.

We have carefully checked the computations as set forth in your tabulation of April 4, 1950, and, as those computations are based on actual measurements, they, of course, take precedence over the theoretical computations compiled in this office. For instance, your computations indicate that the conversion factor on asphaltic concrete is .6568, whereas we used a theoretical .8 factor. This factor will vary according to the amount of moisture in the materials.

We have no facts to substantiate a different quantity than set forth by your actual conversions, and, therefore, the Highway Department concurs in your estimate of quantities in the amount of 69,168.36 cubic yards, plus an additional amount of 816.03 cubic yards for miscellaneous asphaltic concrete and miscellaneous crushed rock, resulting in a grand total of 69,984.39 cubic yards.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Coos-Curry Farmers' Cooperative
Ballards Route
Coquille, Oregon

DEL R. BEEBE
CONSTRUCTION COMPANY
GENERAL CONTRACTOR

P. O. Box 138
EUGENE, OREGON

May 12, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams, Assistant State Highway Engineer

Gentlemen:

We are in receipt of Mr. Warfield's letter of May 11, 1950, in answer to our letters to Mr. Williams.

We regret to hear that Mr. Williams has been ill and will await his return for reply to our letters of April 4 and May 1, 1950.

Thank you for your cooperation in this matter.

Very truly yours,

DEL R. BEEBE CONSTRUCTION CO

L. E. Jeff

L. E. Jeffs
Office Manager

LEJ:e

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 11, 1950

Del R. Beebe Construction Company
P. O. Box 138
Eugene, Oregon

Attention: Mr. L. E. Jeffs,
Office Manager

Gentlemen:

This will acknowledge receipt of your letters of May 1 and May 10 addressed to the attention of Mr. Williams.

As Mr. Williams has been ill and away from the office, no reply has been made to your letter of May 1. As soon as he returns, your letters will be brought to his attention.

Very truly yours,

L. H. Warfield
Staff Engineer

me

cc Mr. W. C. Williams

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

DEL R. BEEBE
CONSTRUCTION COMPANY
GENERAL CONTRACTOR

P. O. BOX 136
EUGENE, OREGON

May 10, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams, Assistant State Highway Engineer

Dear Sir:

Re your letter of March 31, 1950 and further our letters of April 4, and May 1, 1950 in connection with crushed rock materials used on Contracts #3057 and 3058 as reported to the Coos-Curry Farmers' Coop.

Can you now advise final figures furnished to the Coos-Curry Farmers Coop in connection with above contracts in order that we may be able to negotiate final settlement with them?

Your reply will be greatly appreciated.

Very truly yours,

DEL R. BEEBE CONSTRUCTION CO.

L. E. Jeff

L. E. Jeffs
Office Manager

LEJ:e

RECEIVED

DEL R. BEEBE
CONSTRUCTION COMPANY
GENERAL CONTRACTOR

P. O. Box 138
Eugene, Oregon

May 1, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams, Assistant State Highway Engineer

Dear Sir:

Re your letter of March 31, 1950 and further our letter of April 4, 1950 in connection with crushed rock materials used on Contracts #3057 and 3058 as reported to the Coos-Curry Farmers' Coop.

Can you now advise final figures furnished to the Coos-Curry Farmers Coop in connection with above contracts in order that we may be able to negotiate final settlement with them.

Your reply will be greatly appreciated.

Very truly yours,

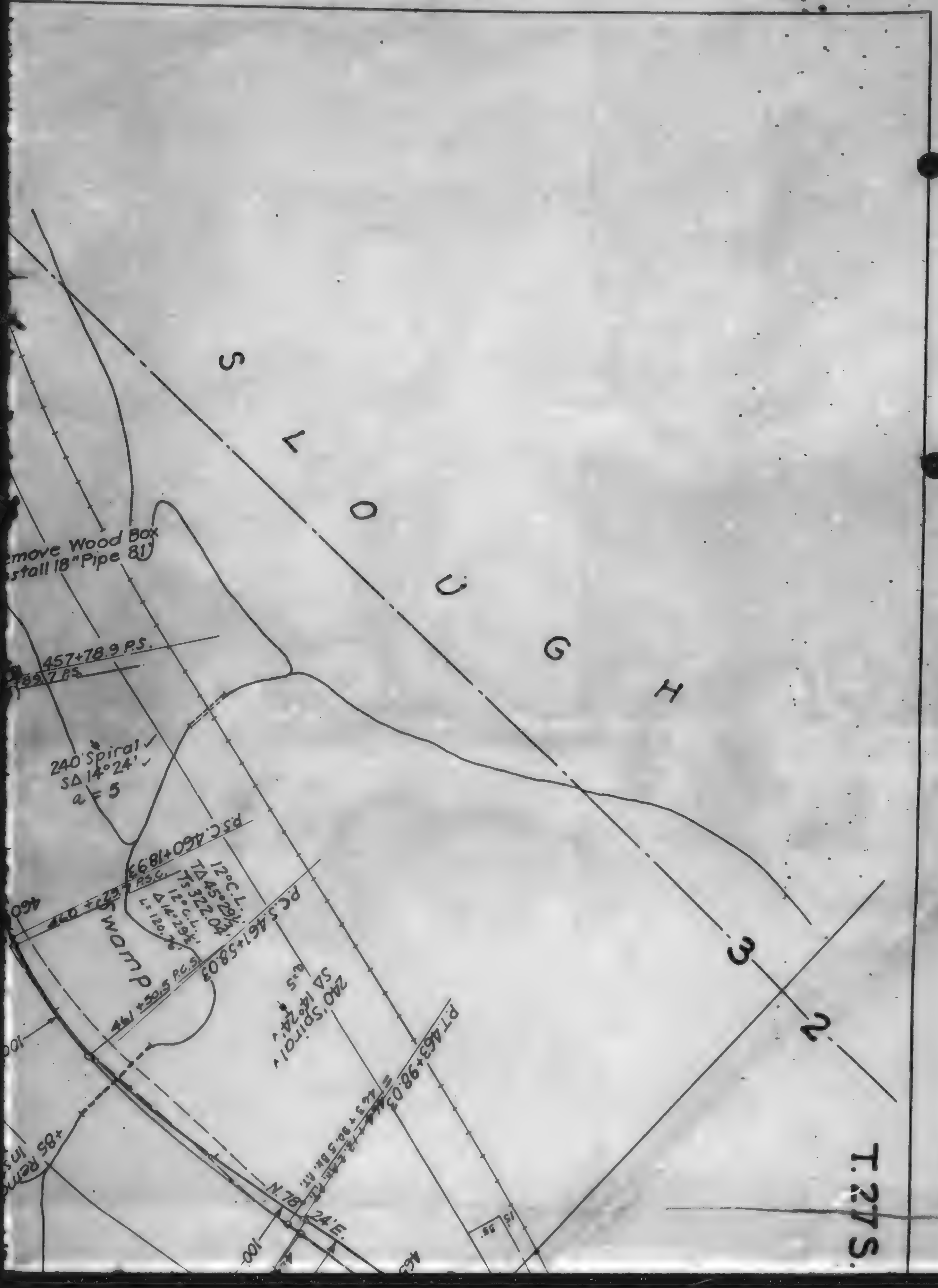
DEL R. BEEBE CONSTRUCTION CO.

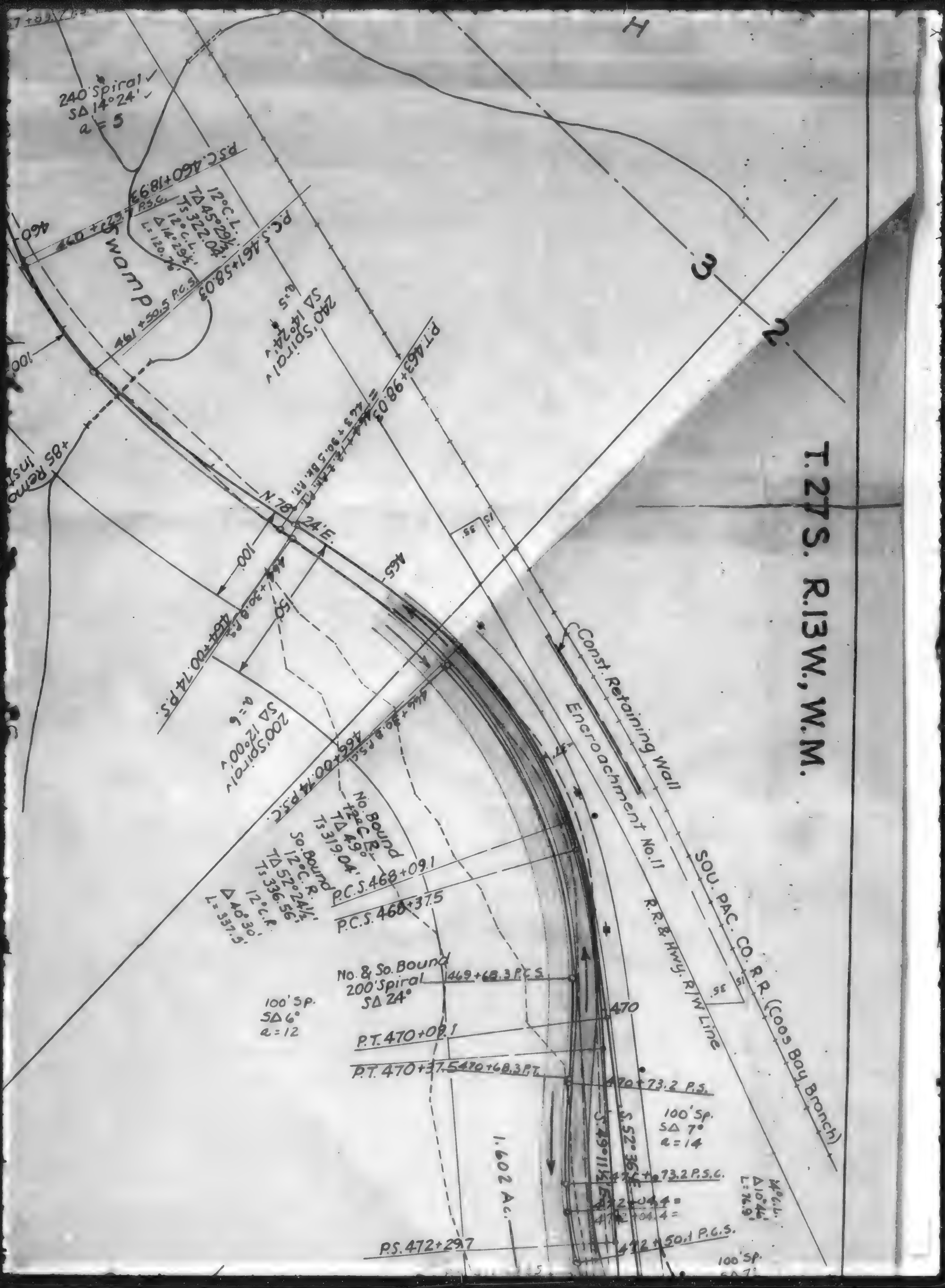
L. E. Jeffs
L. E. Jeffs
Office Manager

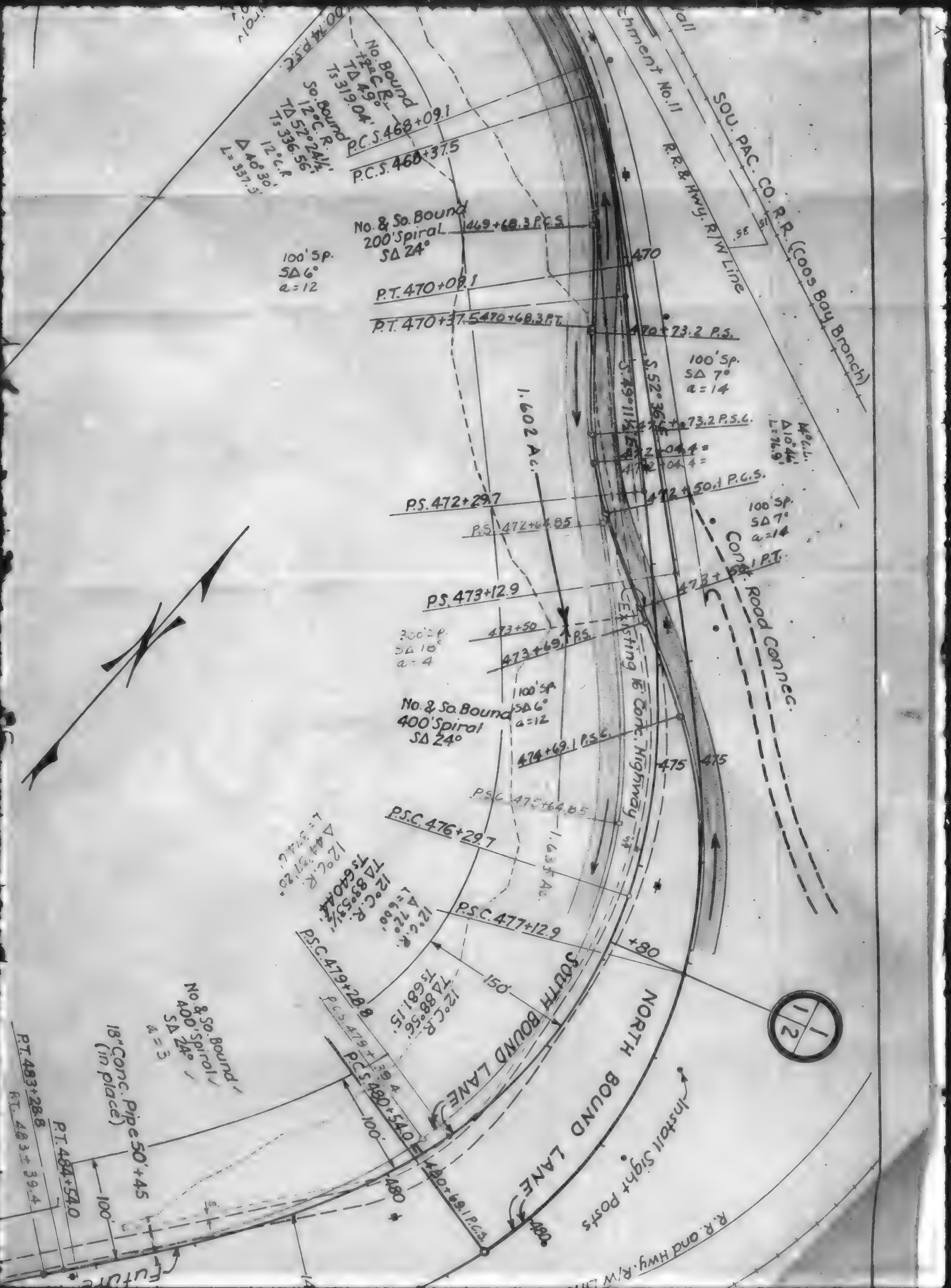
LEJ:e

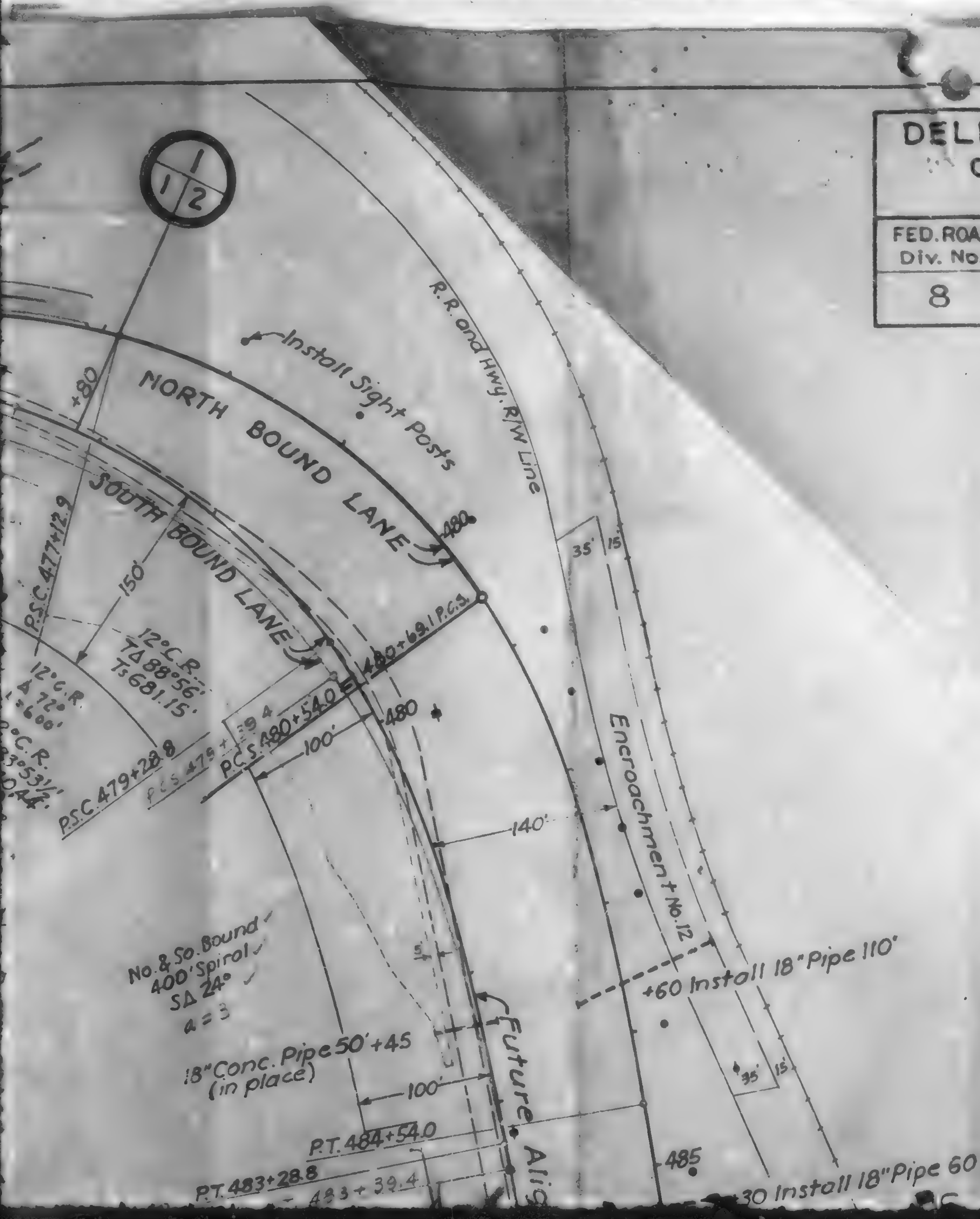
RECEIVED
MAY 2 1950
OREGON
STATE HIGHWAY COMMISSION

SURVEY	PLOTTED
NOTE BOOK	TEMPLATE
	AREAS
NO	AREAS CHECKED



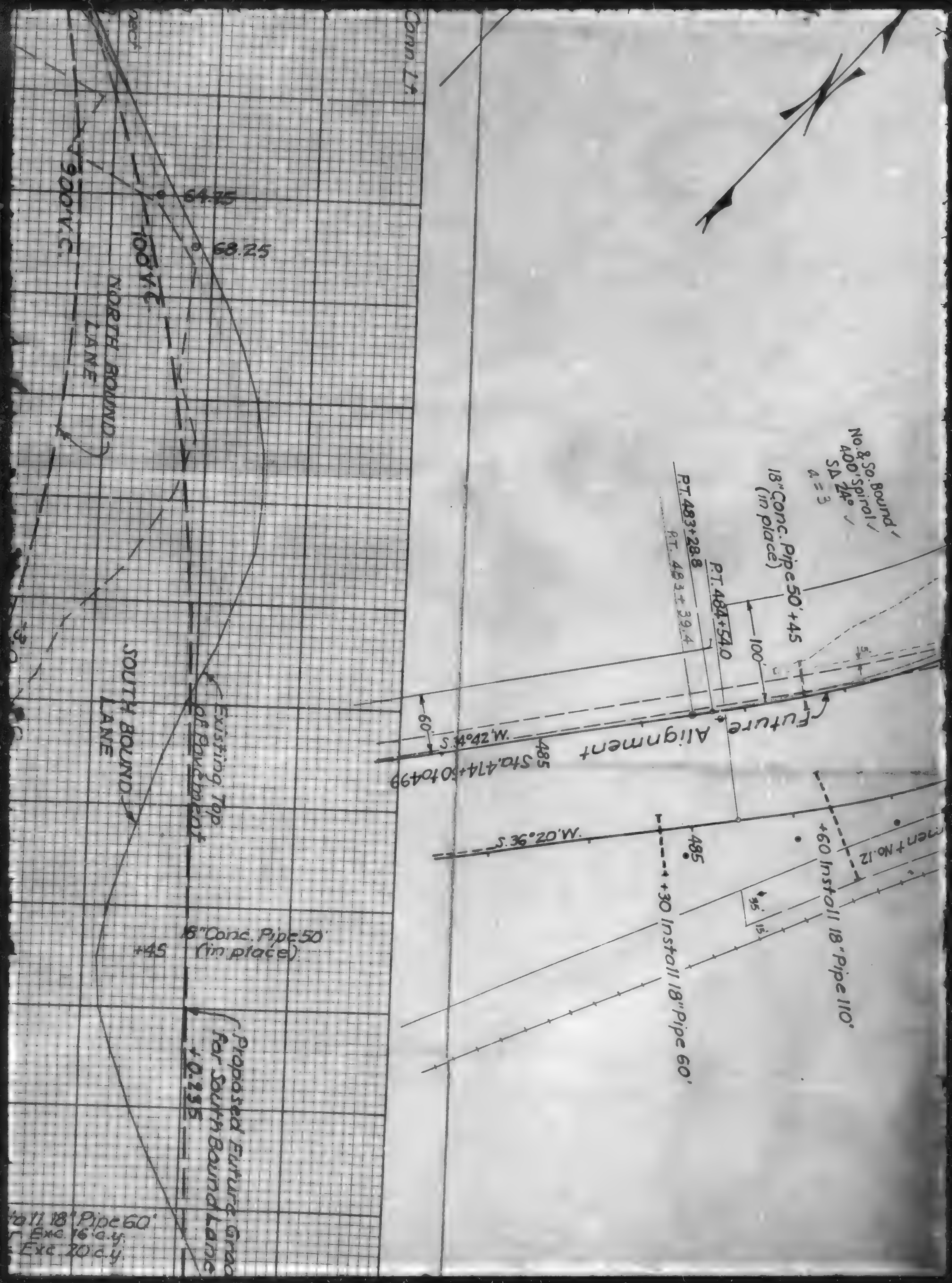
T.27S. R.13W., W.M.
H
3
2
240' Spiral
SΔ 14°24'
a = 5
P.S.C. 460+18.93
460 +23.7 P.S.C.
12° C.L.
TΔ 45°29½'
Ts 322.04'
12° C.L.
Δ 14°29½'
L = 120.76'
460
Swamp
P.C.S. 461+58.03
461 +50.5 P.C.S.
100'
240' Spiral
SΔ 14°24'
a = 5
P.T. 463+98.03
463+90.5 Bk. Ah.
+85 Remo
Inst
N. 78° 24' E.
100'
465
464+30.8 P.S.
464+00.74 P.S.
50'
35'
15'
Const. Retaining Wall
Encroachment No. 11
200' Spiral
SΔ 12°00'
a = 6
466+00.74 P.S.C.
466+30.8 P.S.C.
No. Bound
12° C.R.
TΔ 49°
Ts 319.04'
So. Bound
12° C.R.
TΔ 52°24½'
Ts 336.56'
12° C.R.
Δ 40°30'
L = 337.5'
P.C.S. 468+09.1
P.C.S. 468+37.5
SOU. PAC. CO. R.R. (Coos Bay Branch)
R.R. & Hwy. R/W Line
No. & So. Bound
200' Spiral
SΔ 24°
469+68.3 P.C.S.
35'
15'
470
100' SP.
SΔ 6°
a = 12
P.T. 470+09.1
P.T. 470+37.5
470+68.3 P.T.
470+73.2 P.S.
100' Sp.
SΔ 7°
a = 14
S. 49°11½'
S. 52°36' E
1.602 Ac.
471+73.2 P.S.C.
4° C.L.
Δ 10°4'
L = 76.9'
472+04.4 =
472+04.4 =
472+50.1 P.C.S.
P.S. 472+29.7
100' SP.

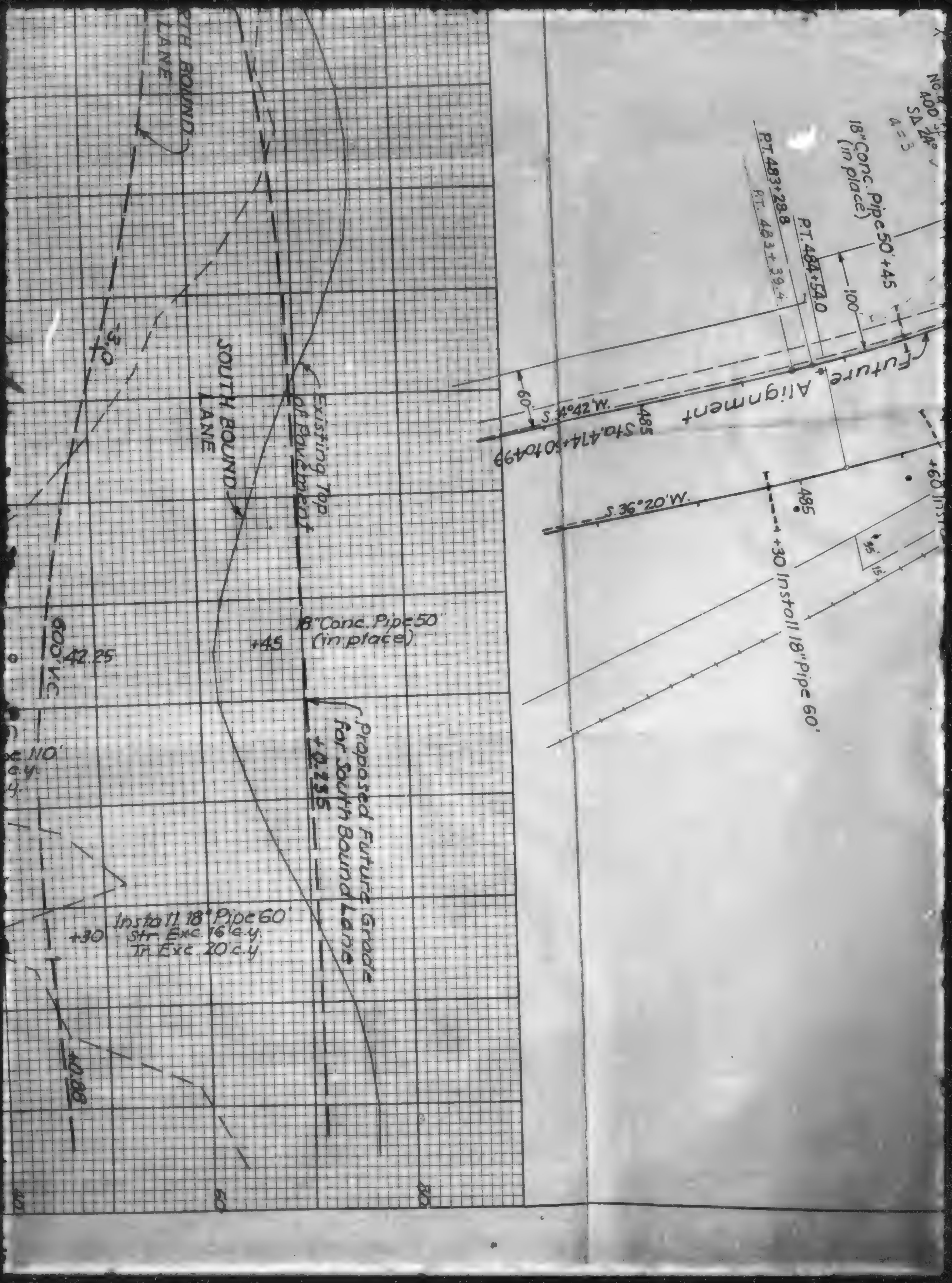

SOU. PAC. CO. R.R. (Coos Bay Branch)
R.R. & Hwy. R/W Line
Chment No. 11
No. Bound
12°C.R.
TΔ 49°
Ts 319.04'
So. Bound
12°C.R.
TΔ 52°24½'
Ts 336.56'
12°C.R.
Δ 40°30'
L= 337.5'
00.14 P.S.C.
P.C.S. 468+09.1
P.C.S. 468+37.5
No. & So. Bound
200' Spiral
SΔ 24°
469+68.3 P.C.S.
100' Sp.
SΔ 6°
a=12
470
P.T. 470+09.1
P.T. 470+37.5
470+68.3 P.T.
470+73.2 P.S.
100' Sp.
SΔ 7°
a=14
S. 49°11½' E.
S. 52°36' E.
471+73.2 P.S.C.
472+04.4 =
472+04.4 =
4°C.L.
Δ 10°44'
L= 76.9'
472+50.1 P.C.S.
100' Sp.
SΔ 7°
a=14
473+50.1 P.T.
1.602 Ac.
P.S. 472+29.7
P.S. 472+64.85
P.S. 473+12.9
473+50
473+69.1 P.S.
300' Sp.
SΔ 18°
a=4
Existing 16' Conc. Highway
Conc. Road Connec.
100' Sp.
SΔ 6°
a=12
No. & So. Bound
400' Spiral
SΔ 24°
474+69.1 P.S.C.
475
475
P.S.C. 475+64.85
P.S.C. 476+29.7
1.63 Ac.
12°C.R.
Δ 44°51'20"
L= 374.4'
12°C.R.
TΔ 83°53½'
Ts 640.44'
12°C.R.
Δ 72°
L= 600'
P.S.C. 477+12.9
+80
150'
SOUTH BOUND LANE
NORTH BOUND LANE
12°C.R.
TΔ 88°56'
Ts 681.15'
P.S.C. 479+28.8
P.C.S. 479+39.4
P.C.S. 480+54.0
100'
480
480+69.1 P.C.S.
480
No. & So. Bound
400' Spiral
SΔ 24°
a=3
18" Conc. Pipe 50'+45
(in place)
P.T. 483+28.8
P.T. 483+39.4
P.T. 484+54.0
100'
Future
Install Sight Posts
R.R. and Hwy. R/W Line
SE
SI
1/1
2

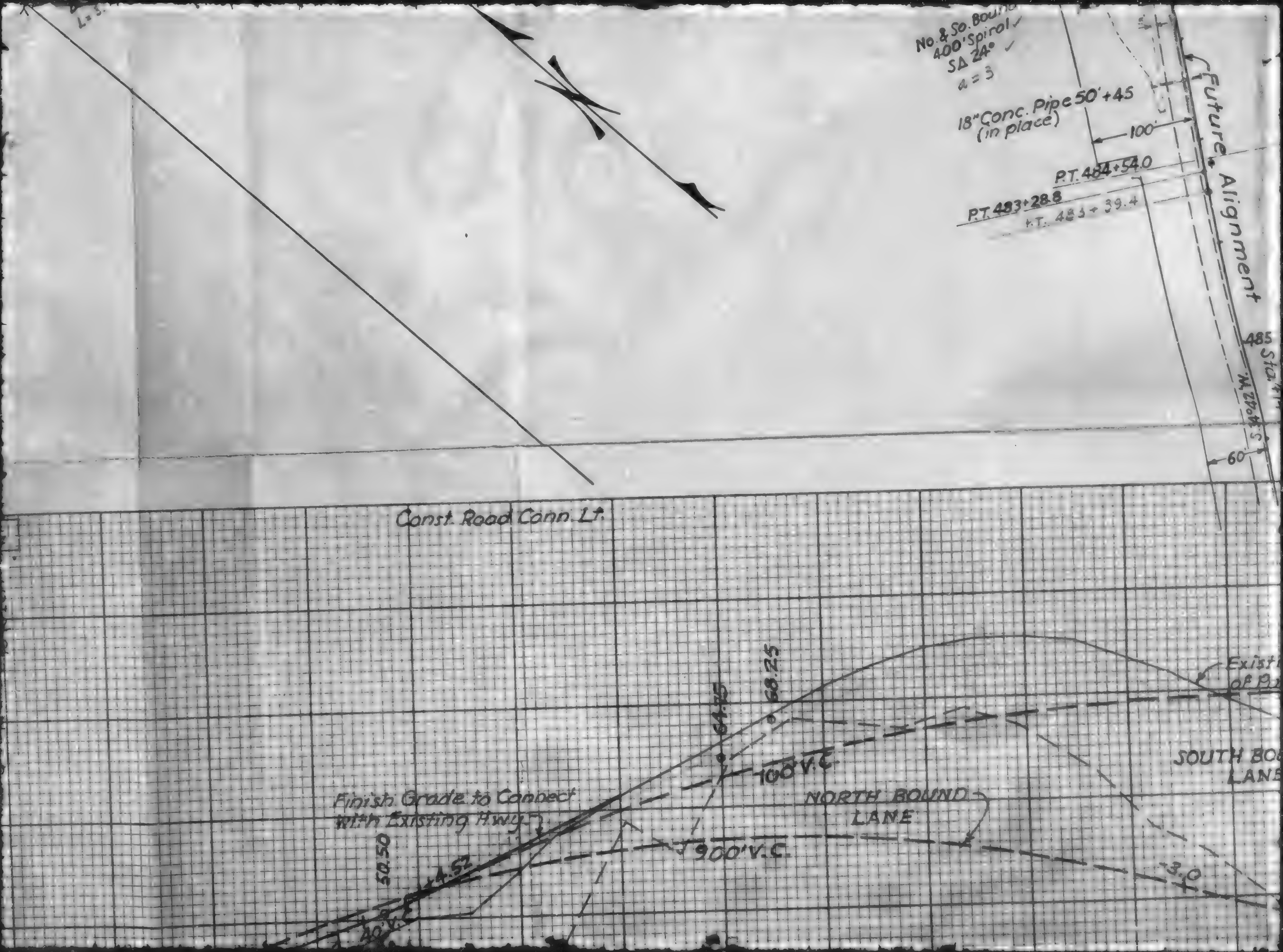


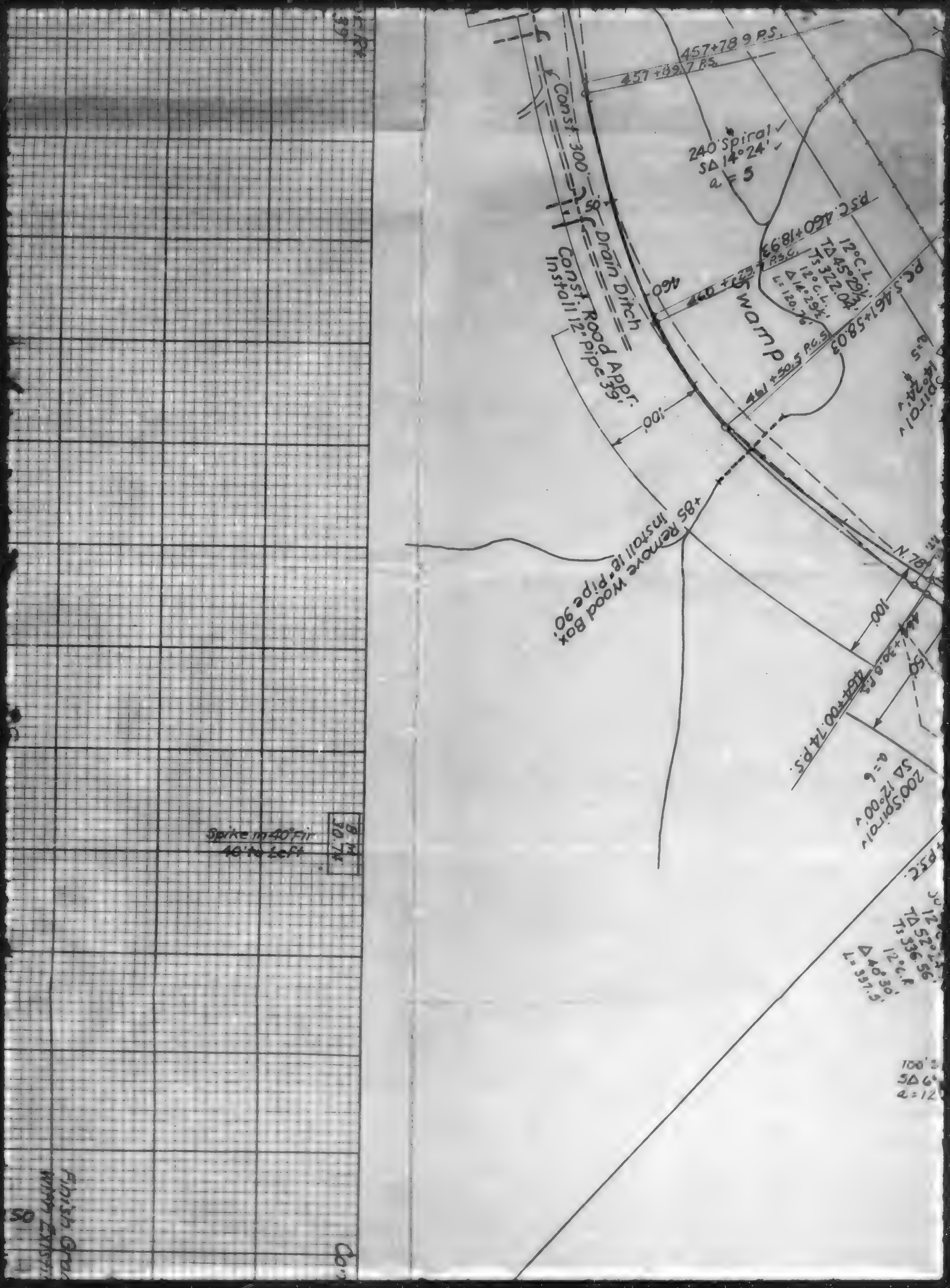
DELMAR-COALEDO SECTION OREGON COAST HIGHWAY COOS COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-172(4)		See Index

agenda item (3f) - 4/11/49


Conn. I.
64.75
68.25
900' V.C.
100' V.C.
NORTH BOUND LANE
SOUTH BOUND LANE
Existing Top of Pavement
18" Conc. Pipe 50' +45 (in place)
Proposed Future Grade for South Bound Lane
+0.235
Sta. 11 18" Pipe 60'
Exc. 16 c.y.
Exc. 20 c.y.
No. 8 So. Bound 400' Spiral SΔ 24° a = 3
18" Conc. Pipe 50' +45 (in place)
P.T. 483+28.8
P.T. 483+39.4
P.T. 484+54.0
100'
60'
S.4°42'W.
485
Sta. 474+50 to 499
Future Alignment
S.36°20'W.
485
+30 Install 18" Pipe 60'
+60 Install 18" Pipe 110'
ment No. 12
15'
15'


TH BOUND LANE
3.0
SOUTH BOUND LANE
Existing Top of Pavement
18" Conc. Pipe 50' (in place)
+45
600' V.C.
42.25
NO'
c.y.
Proposed Future Grade for South Bound Lane
+0.135
Install 18" Pipe 60'
Str. Exc. 16 c.y.
Tr. Exc. 20 c.y.
+30
+0.88
40
60
80
No.
400'
SΔ 24°
a = 3
18" Conc. Pipe 50' +45 (in place)
P.T. 483+28.8
P.T. 483+39.4
P.T. 484+54.0
100'
Future Alignment
60'
S. 4°42' W.
485
Sta. 474+50 to 499
S. 36°20' W.
485
+30 Install 18" Pipe 60'
+60 Insta
35'
15'


No. & So. Bound
400' Spiral ✓
SΔ 24° ✓
a = 3
18" Conc. Pipe 50' + 45
(in place)
100'
P.T. 484+54.0
P.T. 483+28.8
P.T. 483+39.4
Future Alignment
485
Sta.
S. 34°42' W.
60'
Const. Road Conn. Lt.
68.25
64.75
100' V.C.
SOUTH BO
LANE
NORTH BOUND
LANE
Finish Grade to Connect
with Existing Hwy.
900' V.C.
50.50
4.52
40' V.C.
3.0
Exist
of P

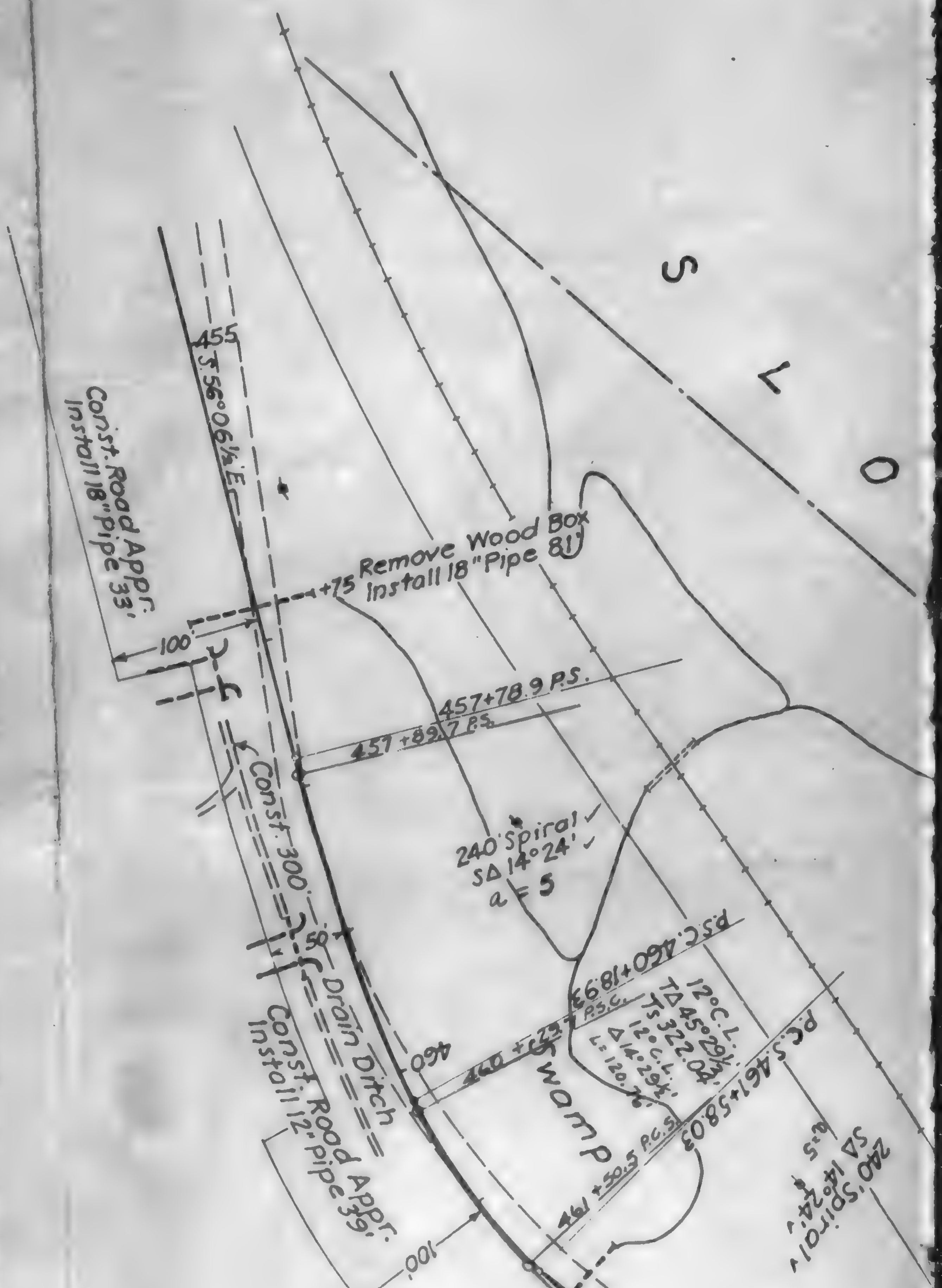

457+78.9 P.S.
457+89.7 P.S.
Const. 300'
240' Spiral ✓
SΔ 14°24' ✓
a = 5
50
460
Drain Ditch
Const. Road Appr.
Install 12" Pipe 39'
P.S.C. 460+18.93
460+ P.S.C.
12°C.L.
TΔ 45°29½'
Ts 322.04'
12°C.L.
Δ 14°29½'
L= 120.76'
Swamp
P.C.S. 461+58.03
461+50.5 P.C.S.
a=5
SΔ 14°24'
Spiral
100'
+85 Remove Wood Box
Install 18" Pipe 90'
N. 78
100'
50
464+00.74 P.S.
200' Spiral
SΔ 12°00'
a=6
P.S.C.
12°C.
TΔ 52°
Ts 336.56'
12°C.R.
Δ 40°30'
L= 337.5'
100' S
SΔ 6°
a=12
Spike in 40" Fir
40' to Left
B.M.
30.7
Finish Gra
With Existi
50
Co

FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	AREAS CHECKED

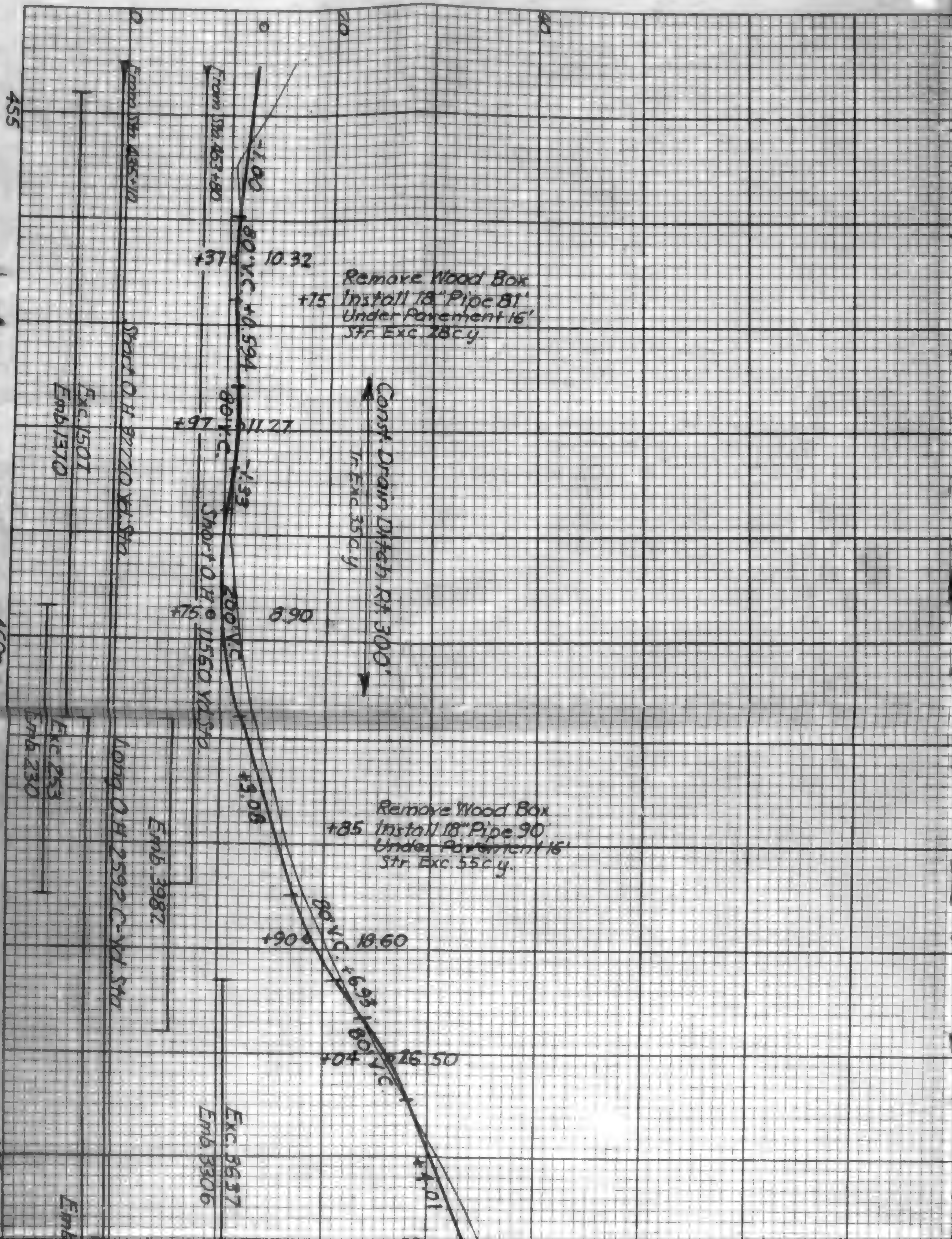
Const. Road Appr. Lt

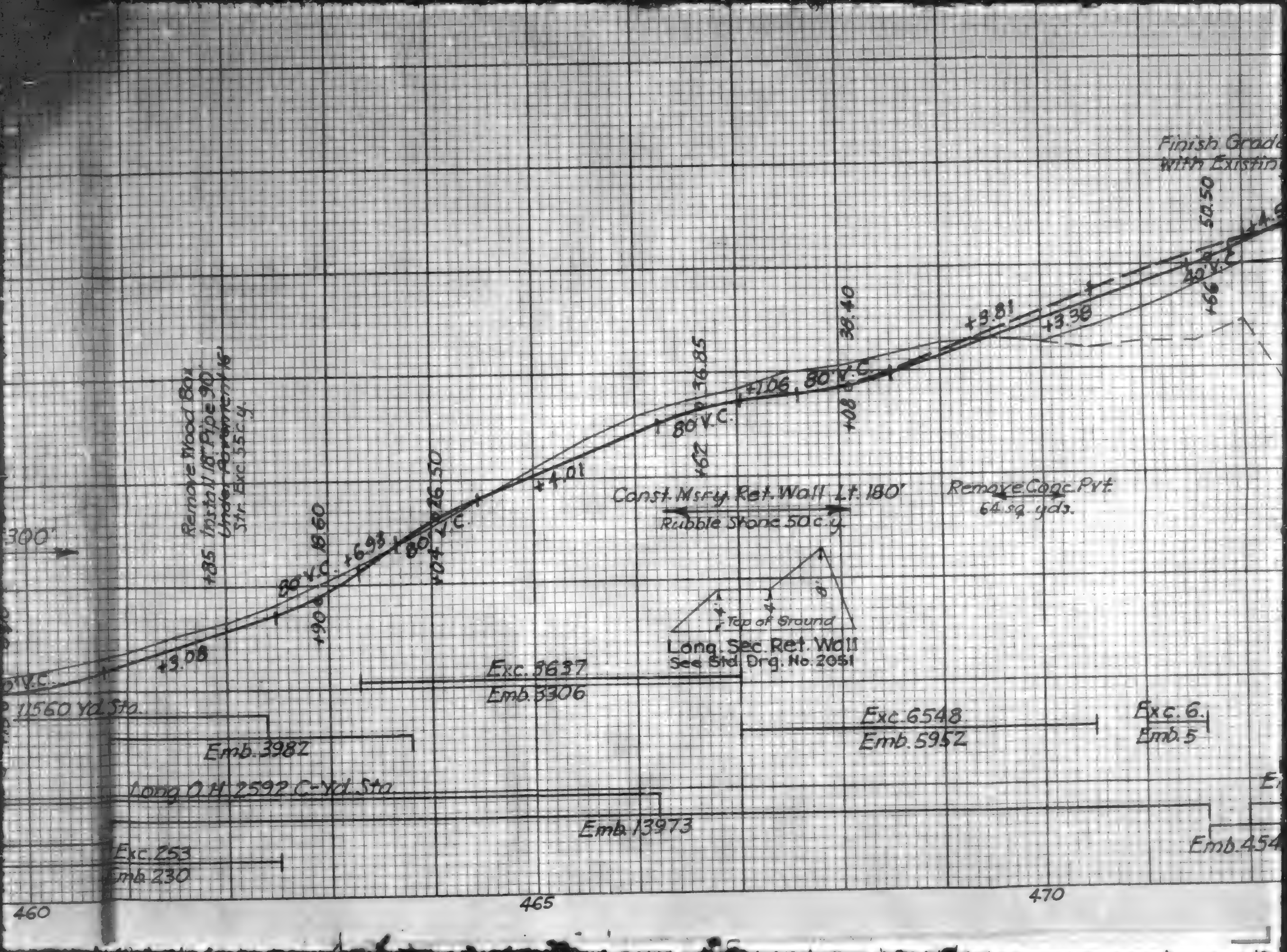
Const. Road Appr. Rt
Install 18" Pipe 33'
Sta. Exc. Sec. 4

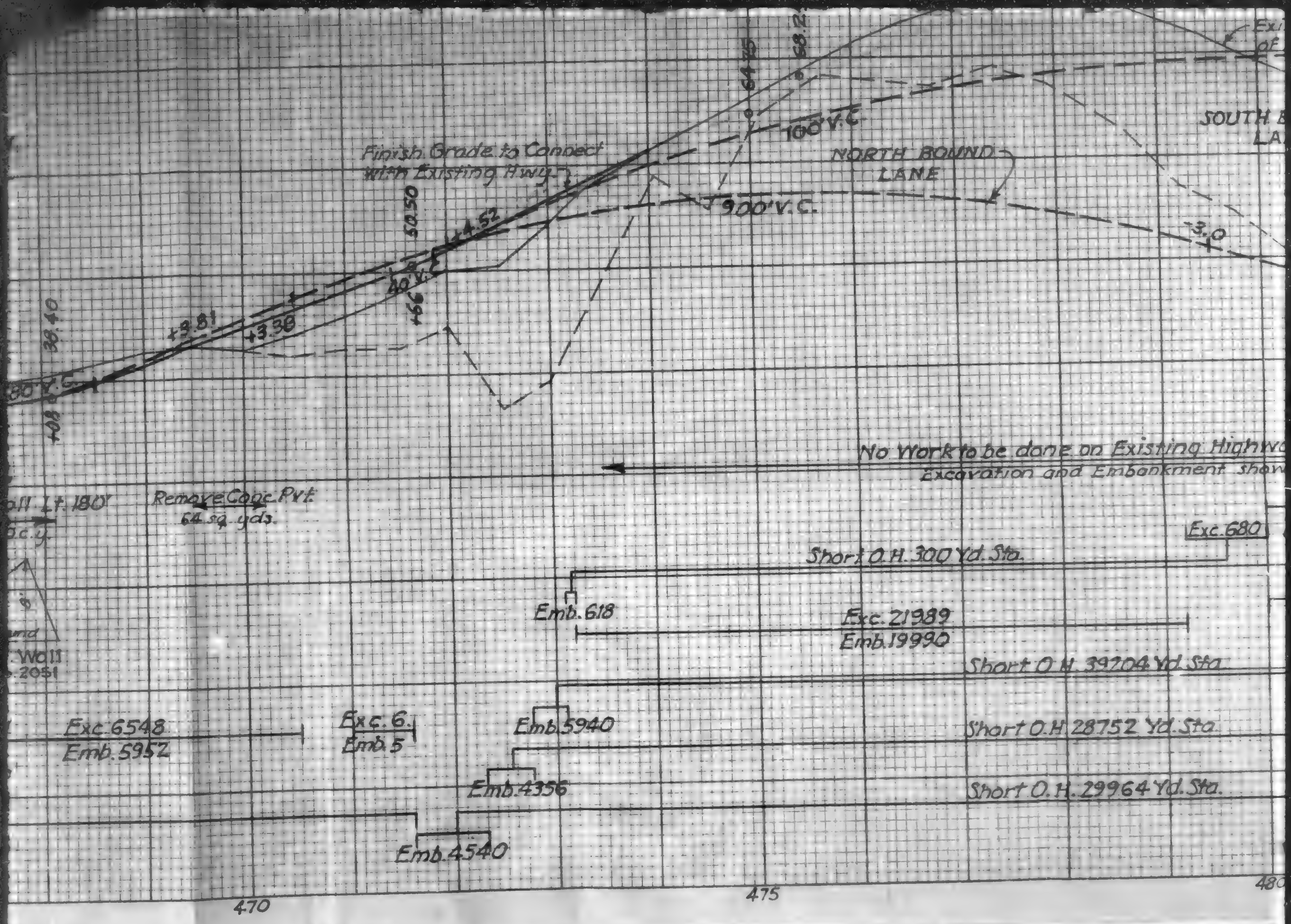
Const. Road Appr. Rt
Install 12" Pipe 39'
Sta. Exc. Sec. 4



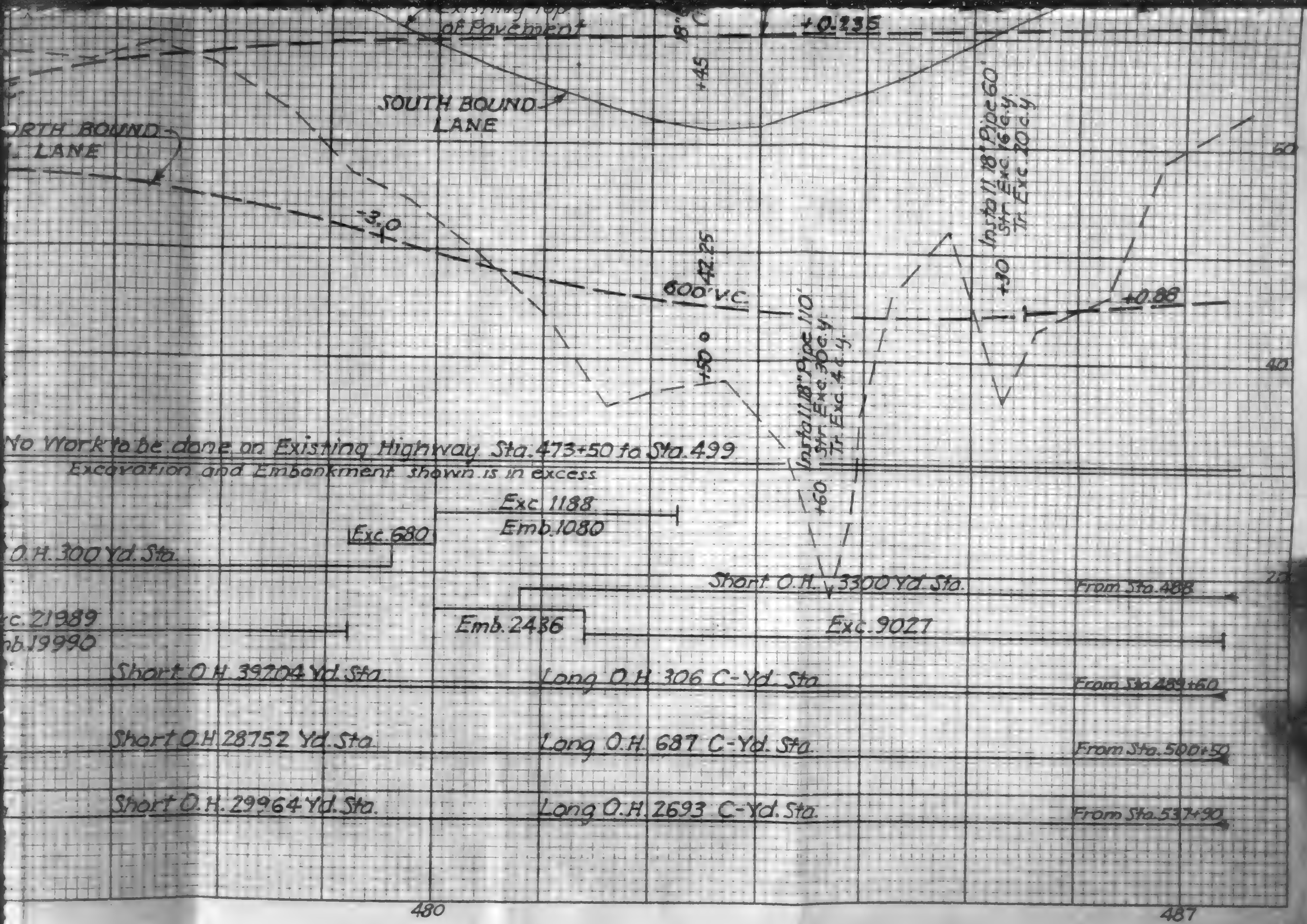
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		




300'
Remove Wood Box
+85 Install 18" Pipe 90'
Under Pavement 16'
Str. Exc. 55 c.y.
+3.08
80 V.C.
+90
18.60
+6.93
80 V.C.
+04
26.50
+4.01
80 V.C.
+62
36.85
+1.06
80 V.C.
+08
38.40
+3.81
+3.38
40 V.C.
+66
50.50
Finish Grade
with Existin
Const. Msry. Ret. Wall Lt. 180'
Rubble Stone 50 c.y.
Remove Conc. Pvt.
64 sq. yds.
Top of Ground
4'
4'
8'
Long. Sec. Ret. Wall
See Std. Drg. No. 2051
1560 Yd. Sta.
Emb. 3987
Exc. 3637
Emb. 3306
Exc. 6548
Emb. 5952
Exc. 6.
Emb. 5
Long O.H. 2592 C-Yd. Sta.
Emb. 13973
Exc. 253
Emb. 230
Emb. 454
460
465
470



+08
80 V.C.
38.40
+3.81
+3.38
+66
40 V.C.
50.50
+4.52
Finish Grade to Connect with Existing Hwy.
64.75
68.2
100 V.C
900 V.C.
NORTH BOUND LANE
SOUTH
LA
-3.0
Ex
of
No Work to be done on Existing Highw
Excavation and Embankment show
all Lt. 180'
c.y.
Remove Conc. Pvt.
64 sq. yds.
8'
und
Wall
2051
Exc. 680
Short O.H. 300 Yd. Sta.
Emb. 618
Exc. 21989
Emb. 19990
Short O.H. 39204 Yd. Sta.
Exc. 6548
Emb. 5952
Exc. 6.
Emb. 5
Emb. 5940
Short O.H. 28752 Yd. Sta.
Emb. 4356
Short O.H. 29964 Yd. Sta.
Emb. 4540
470
475
480


Existing Top of Pavement
+0.235
18"
+45
SOUTH BOUND LANE
ORTH BOUND LANE
60
-3.0
42.25
600' V.C.
+0.88
Instal l 18" Pipe 60'
Str. Exc. 16 c.y.
Tr. Exc. 20 c.y.
+30
+50
40
Instal l 18" Pipe 110'
Str. Exc. 30 c.y.
Tr. Exc. 4 c.y.
+60
No Work to be done on Existing Highway Sta. 473+50 to Sta. 499
Excavation and Embankment shown is in excess
Exc. 1188
Emb. 1080
Exc. 680
O.H. 300 Yd. Sta.
Short O.H. 3300 Yd. Sta.
From Sta. 488
20
xc. 21989
nb. 19990
Emb. 2436
Exc. 9027
Short O.H. 39704 Yd. Sta.
Long O.H. 306 C-Yd. Sta.
From Sta. 489+60
Short O.H. 28752 Yd. Sta.
Long O.H. 687 C-Yd. Sta.
From Sta. 500+50
Short O.H. 29964 Yd. Sta.
Long O.H. 2693 C-Yd. Sta.
From Sta. 537+90
480
487

RECEIVED
MAY 5 - 1950
FOR FILING

4-172 (4)

3057

May 1, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on December 5, 1949 on Contract No. 3057, Balmer-Coalede Section, in connection with Federal Aid Project No. F-172 (A).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:gs

cc: John Cattrall

RECEIVED
APR [illegible]
FOR FILING

F [illegible] 2(4)
3057

4-[illegible]-50

Mr Warfield:

IN CHECKING THE CONVERSION FACTOR TO BE USED IN CONVERTING MINERAL AGGREGATE FROM TONS TO CUBIC YARDS FOR MATERIAL USED ON THE STATE HIGHWAY CONTRACT AT [illegible] THE CONTRACTOR HAS ARRIVED AT A FACTOR OF 0.6518 CUBIC YARDS OF DRY MATERIAL PER TON OF MIX.

IF PAYMENT FOR AGGREGATE IS TO BE MADE ON BASIS OF CU. YARDS THIS FACTOR IS CORRECT.

WE NORMALLY PAY FOR MATERIAL WHICH [illegible] DELIVERED ON JOB AND THE TON CONVERSION FACTOR VARIES FROM 0.72 TO 0.88 WITH AN AVERAGE OF 0.80.

Clymer

Can you find anything wrong with this break down.

Warfield

DEL R. BEEBE
CONSTRUCTION COMPANY
GENERAL CONTRACTOR

P. O. BOX 138
EUGENE, OREGON

April 4, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams, Assistant State Highway Engineer

Dear Sir:

We are in receipt of your letter of March 31, 1950 in connection with crushed rock materials used on Contracts #3057 and 3058 as reported to the Coos-Curry Farmers' Cooperative.

In connection with subject recapitulation, we wish to advise the following in order that you may be aware of our calculations in connection therewith and verify same to the Coos-Curry Farmers' Cooperative.

Enclosed find copy of computations used in order to arrive at a conversion factor on the asphaltic concrete of .6568 rather than the theoretical .8 set forth in your letter above referred to.

In connection with the concrete aggregate, we wish to advise that a total of five cars of concrete aggregate or 190 cu yds only was shipped in for use in making subject concrete. Ready-Mix concrete was used on the remainder of the work.

In the recapitulation given below we have set forth an explanation in any instance where we do not agree with the figures furnished with your letter above referred to.

Contract #3058

#17	Rock in Drains	674.5	CY
#23	2-1/2"-0" Material in Base	12,612	CY
#24	3/4"-0" Material in Base	4,135	CY
#26	3/4"-0" Material in Binder	568	CY
	Sub-Total	17,989.5	CY
	Class B Asphaltic Concrete - 15,411.32 Tons @ .6568	8,524.265	CY

Contract #3057

#17	Rock Backfill in Drains (Of the total 1,084 CY, 56.5 CY were purchased from Coos Bay Dredging and were not handled over subject spur)	1,027.5	CY
#23	2-1/2"-0" Material in Base	21,309	CY
#24	3/4"-0" Material in Base and Shoulders	5,922	CY
#26	3/4"-0" Material in Binder	832.5-	CY
#30	3/4"-1/2" Material in Stockpile	850.4	CY
#31	1/2"-1/4" Material in Stockpile	651.2	CY
#32	1/4"-0" Material in Stockpile	434.2	CY
#28	Class B Asphaltic Concrete - 20,105.295 Tons @ .6568	11,060.928	CY

Price Agreement #6 - 560.295 Tons	368 CY
A C Traffic Markers - 13.5 Tons @ .6568	8.867 CY
Total Concrete Aggregate	190 CY
Miscellaneous Asphaltic Concrete sold to Cascade Construction Company and used as maintenance by Del R. Beebe Construction Company - 397.43 Tons @ .6568	261.03 CY
Miscellaneous Crushed Rock used by Del R. Beebe Construction Company for maintenance not paid for by State of Oregon	555 CY
	69,168.36 CY

As you will note in the above, the conversion factor on the asphaltic concrete at .6568 would make a total yardage used on Class B asphaltic concrete on Contract #3057 (Item #28) of ~~11,060.928~~ 13,205.157 and on Contract #3058 of 10,122.155. However, we used a total of 3,742.12 cu yds of 80/200 sand and Cottrell flour, which was deducted from the above in the amount of 2,144.23 cu yds on Contract #3057 and 1,597.89 cu yds on Contract #3058, leaving a net total of 11,060.928 on #3057 and 8,524.265 on #3058, as set forth above.

If there is any further information desired in connection with the above, it would be appreciated if you would advise and it will be immediately forthcoming. Also, it would be greatly appreciated if you would verify the above to the Coos-Curry Farmers' Cooperative in order that we may make final settlement with that firm.

We should like to take this opportunity to express our appreciation for your interest in this matter.

Very truly yours,

DEL R. BEEBE CONSTRUCTION COMPANY

L. E. Jeffs

L. E. Jeffs
Office Manager

lej/mg

PS--As you will note from the above, the total of 69,168.36 does not include the additional yardage for the miscellaneous asphaltic concrete and the miscellaneous crushed rock in the amount of 816.03 cu yds, which will make a grand total of 69,984.39.

RECEIVED
APR [illegible]
[illegible]

P ER W. YETT & HARR & HORT
P.O. BOX 575
COOS BAY - OREGON

Portland Oregon

Sheet 1 of 2

Nov. 8, 1949

Del R. Beebe Construction Co.,
P.O. Box 138
Eugene, Oregon

Gentlemen:

In arriving at a conversion factor to be used in converting mineral aggregate from tons to cubic yards for the material used in the State of Oregon contracts No. 3057 and No. 3058, we have used the following method:

OREGON STATE HIGHWAY LABORATORY REPORTS, Prefix 6-1030, Sept. 20, 1949

Source of material : Umpqua River Navigation Co., Reedsport, Ore
Type of material : 3/4" - 0" gravel
Date Received : Sept. 19, 1949

Unit	Weight	Dry	Rodded	118 #	per	cubic	foot
"	"	"	Loose	108 #	"	"	"
"	"	Wet	Rodded	113.4#	"	"	"
"	"	"	Loose	100 #	"	"	"

Source of material : Coquille River about 1.0 mile W. of Coquille
Type of material : Sand
Date Received : Sept. 19, 1949

Unit	Weight	Dry	Rodded	92.5#	per	cubic	foot
"	"	"	Loose	84.0#	"	"	"
"	"	Wet	Rodded	82.0#	"	"	"
"	"	"	Loose	66.0#	"	"	"

As the material used in the manufacture of Asphaltic Concrete was handled thru the plant dry and loose it will be necessary to use the weights from the test made under these conditions, namely:

Umpqua River Navigation Co.,	3/4"-0"	108#	per	cubic	foot
Coquille River	Sand	84#	"	"	"

The following represents the total tons of asphaltic concrete produced from the Chrome Plant set up:

Contract No. 3057	20,665.59	tons
" No. 3058	15,411.32	"
Cascade Const. Co.	297.24	"
Del R. Beebe-patching	100.19	"
Asphaltic Traffic Markers	13.50	"
Total	36,487.84	Tons

PORTER W. YETT & HARR & HORTON
P.O. BOX 575
COOS BAY - OREGON

Portland, Oregon
Nov. 8, 1949

Sheet 2-of 2

The following is the designed average weights as set up by the Oregon State Highway Engineer, which is the contract basis of determining the volume of materials used:

		U.R.N.Co	Coquille
No. 1 Bin	(8 mesh minus)	496#	124#
No. 2 Bin	(1/2" to 1/4")	540#	
No. 3 Bin	(3/4" to 1/2")	720#	
		1756#	124#

U. R. N. Co. Rock	1756#
Coquille Sand	124#
Asphalt Cement	120#
Total weight	2000# per ton

Umpqua River Navigation Co. Rock

$\frac{1756\,\#}{108\,\#\text{ per c.f.}}$: 16.259 cu.ft. $\frac{16.259\text{ c.f.}}{27\text{ c.f.}}$: .6021 cubic yards 6504

Coquille Sand

$\frac{124\,\#}{84\#\text{ per c.f.}}$: 1.476 cu.ft. $\frac{1.476\text{ c.f.}}{27\text{ c.f.}}$: .0547 cubic yards

.6568 cu. yds. per ton of mix

36,487.84 Tons of Mix X .6568 c.y. per ton : 23,965 cu. yds. of aggregate

The conversion factor of .6568 cubic yards per ton should be used instead of the conversion factor of .6500 which you have used in previous estimates.

Yours very truly

Porter W. Yett and Harr & Horton

By__________________________
A. J. Horton, Partner

cc-PWY
H&H
DRB

RECEIVED
APR 5 - 1950
FOR FILING

F-172(4)

3057

File

March 31, 1950

Del E. Beebe Construction Company
P. O. Box 138
Eugene, Oregon

Attention: Mr. L. E. Jeffs, Office Manager

Gentlemen:

In connection with crushed rock materials used on your Contracts Nos. 3057 and 3058, you are advised as follows:

We furnished to the Coos-Curry Farmers' Cooperative, upon its request, the quantity of rock, gravel, and aggregates used on the two projects according to our measurements and calculations. These total 78,271 cubic yards. I attach hereto a tabulation indicating the basis on which we arrived at this quantity.

The quantities furnished to the Cooperative do not necessarily mean that all of the materials were handled over its spur. For instance, you used a considerable quantity of muck sand in the asphaltic concrete, and probably you did not handle this muck sand over this spur. If the muck sand, or any other aggregates used on the job, were not handled over the spur, we would be pleased to verify this information to the Cooperative upon receipt of the same from you.

In the computation of materials used for Class "B" Asphaltic Concrete and Class "A" Concrete we naturally had to use a theoretical figure. We have used 0.8 cubic yard of aggregate for each ton of asphaltic concrete and 1.32 cubic yards of aggregate for each cubic yard of Class "A" Concrete. These figures theoretically should be approximately correct, but if you have records indicating that they are substantially incorrect we will be glad to consider the matter further.

I am sending a copy of this letter to the Coos-Curry Cooperative, and I would suggest that you attempt to work out the matter with them. Our letter to the Cooperative gave the estimated quantities used on the two contracts and did not indicate that all of these materials had been handled over its spur.

If we can be of further help in this matter, we will be pleased to cooperate.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Coos-Curry Farmers' Coop.

WCW:mo
Encl.

By: W. C. Williams
Assistant State Highway Engineer

DELMAR-COALEDO

and

COALEDO-CHROME PLANT

Contract No. 3058:

2½" - 0" in Base	12,612
3/4" - 0" in Base and Shoulders	4,135
3/4" - 0" in Binder	568
Rock Backfill in Drains	675
	17,990
* Class "B" Asphaltic Concrete, 15,408.32 tons at 0.80	12,326.66
Class "A" Concrete, 100.174 cu. yds. at 1.32	132.23
	30,448.89

Contract No. 3057

2½" - 0" in Base	21,309
3/4" - 0" in Base and Shoulders	5,922
3/4" - 0" in Binder	832.5
3/4" - ½" in Stockpile	850.4
½" - ¼" in Stockpile	651.2
¼" - 0" in Stockpile	434.2
Rock Backfill in Drains	1,084
	31,083.3
* Class "B" Asphaltic Concrete, 20,679.59 tons at 0.80	16,543.67
Class "A" Concrete, 147.54 at 1.32	194.75
	47,821.72
Total - both contracts	78,270.61

* Asphaltic Concrete includes 11 cu. yds. aggregate used in asphaltic traffic marker strips.

D[illegible]mar - Coaledo
+
Coaledo - Chrome plant

Contract

3058

2½ - 0 in Base			12612
3/4" - 0 in Base + Shoulders			4135
3/4" - 0 in Binder			568
Rock Back Fill in Drains			675
			17,990
* Class "B" Asp. Conc.	15,408.32 Tons	@ .80	12,326.66
Class A. Concrete	100.174 Cu. Yds.	1.32	132.23
			30,448.89

Contract

3057

2½" - 0 in Base			21,309
3/4" - 0 in Base + Shoulders			5,922
3/4" - 0 in Binder			832.5
3/4" - ½" in Stockpile			850.4
½" - ¼" " "			651.2
¼" - 0 " "			434.2
Rock Back Fill in Drains			1084.
			31,083.3
* Class "B" Asp. Conc.	20,679.59 Tons	@ .80	16,543.67
Class A. Conc.	147.54 cu. yds	@ 1.32	194.75
			47,821.72
Total - Both Contracts			78,270.61

* Asph. Conc includes 11 C. Yds aggregate used in Asphaltic Traffic Marker strips.

DEL R. BEEBE
CONSTRUCTION COMPANY
GENERAL CONTRACTOR

P. O. Box 138
EUGENE, OREGON

March 28, 1950

REFERRED TO
Mr Baldock
BY SECRETARY

you probably should
answer these are most
of the letters of the
Farmers Coop.

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Dear Sir:

In connection with Contracts #3057 and 3058, we made arrangements for rental of railroad spur track for $.03 per cubic yard for crushed rock material used on subject contracts, payment to be based upon the yardage estimates of the Oregon State Highway Commission.

We are in receipt of a letter from the Coos-Curry Farmers' Cooperative with whom arrangements were made, advising that they had been supplied with information by the State Highway Department to the effect that 78,271 cu yds of material was used on subject job and paid for the the State Highway Commission. According to final estimates on subject work received by us from the State Highway Commission 69,168.36 cu yds rather than the 78,271 as set forth in their letter.

For your information, we are enclosing copy of letter from Coos-Curry Farmers' Cooperative dated March 15, 1950, together with our reply thereto dated March 21 and their further letter dated March 25.

It would be appreciated if you would check into subject matter. Evidently either the wrong information was given to the Coos-Curry Farmers' Cooperative or we were not paid for the proper amount on our estimates.

Your reply in connection with the above will be greatly appreciated.

Very truly yours,

DEL R. BEEBE CONSTRUCTION COMPANY

L. E. Jeffs
Office Manager

lej/mg

RECEIVED
MAR 30 1950
OREGON
STATE HIGHWAY COMMISSION

C O P Y

COOS-CURRY FARMERS' COOPERATIVE
Coquille, Oregon

March 25, 1950

Del R. Beebe Construction Company
P. O. Box 138
Eugene, Oregon

Re: Contracts #3057 and 3058

Dear Sirs:

We received our information concerning total yardage handled in completion of these contracts from Mr. R. H. Baldock, State Highway Engineer. The total given was 78,271 cu yds as contrasted with your figure of 69,168.36 stated in your letter of March 21 to Coos-Curry Farmers' Cooperative.

Sincerely,

(Signed) HARRY L. HEFFLEY

Harry L. Heffley, Manager
Coos-Curry Farmers' Cooperative

C O P Y

COPY

DEL R. BEEBE CONSTRUCTION COMPANY
Eugene, Oregon

March 21, 1950

Coos-Curry Farmers' Cooperative
Bullards Route
Coquille, Oregon

Attention: Mr. Harry L. Heffley, Manager

Dear Sir:

We are in receipt of your letter of March 15, 1950 in connection with total yardages moved over your railroad spur for use in connection with Oregon State Highway Department Contracts #3057 and 3058.

We have now received final quantities on the two jobs and, in accordance therewith, find that the State Highway Commission has paid us for a total of 42,464.595 cu yds on Contract #3057 and 26,703.765 cu yds on Contract #3058, making a total of 69,168.36 cu yds rather than the 78,271 as shown in the letter above referred to.

It would be appreciated if you would advise what person in the State Highway Commission and at what location gave you the figures set forth in your letter above referred to in order that we may check with them and determine whether or not they had the wrong figures or the State Highway Commission did not pay us on the right quantities.

Your cooperation and early reply will be greatly appreciated.

Very truly yours,

DEL R. BEEBE CONSTRUCTION COMPANY

(Signed) L. E. JEFFS

L. E. Jeffs
Office Manager

COPY

C O P Y COOS-CURRY FARMERS' COOPERATIVE
Coquille, Oregon

March 15, 1950

Mr. Del R. Beebe
Eugene, Oregon

Dear Sir:

The State Highway Department has supplied us with information concerning the yardage moved under contracts #3057 and 3058. The railroad spurs on the property of the Coos-Curry Farmers' Cooperative were utilized to this end at the rate of $.03 per cubic yard.

The State Highway records show the following figures relative to the completion of these contracts.

Contract #3057		47,822 cu yds
Contract #3058		30,449 cu yds
	Total	78,271 cu yds

78,271 cu yds @ $.03		$2,348.13
We have received to date		2,106.93
	Balance Due	$ 241.20

Would you please send your check for this amount.

Yours very truly,

(Signed) HARRY L. HEFFLEY

Harry L. Heffley, Manager
Coos-Curry Farmers' Cooperative

C O P Y

RECEIVED
APR 5 - 1950
FOR FILING

3057

March 24, 1950

Coos-Curry Farmers' Cooperative
Bullards Route
Coquille, Oregon

Attention: Mr. Harry L. Haffley

Gentlemen:

Reference is made to your letter dated March 22, 1950, requesting yardage figures at the completion of Contracts 3057 and 3058.

March 9, 1950, we gave you this information, as you had requested in your letter dated November 17, 1949. Based upon our measurements and calculations, final quantities used in the construction of these projects are as follows:

Contract No. 3057, Delmar-Coaledo	47,822 cu. yds.
Contract No. 3058, Coaledo-Chrome Plant	30,449 cu. yds.
Total for both jobs	78,271 cu. yds.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

DBP:nd

Phone 411, Bandon, Oregon

Phone 10-R-12, Arago, Oregon

Coos-Curry Farmers' Cooperative
Bullards Route
COQUILLE, OREGON
Phone 2-R-11

March 22, 1950

Oregon State Highway Commission
Salem, Oregon

Gentlemen;

Please send information on TheDel R. Beebe Construction Company contracts numbers 3057 and 3058 and the yardage figures, at completion of the job.

The Coos Curry Farmers Cooperative railroad spurs were used toward completion of the contracts by The Del R. Beebe Construction Company at a price set per yard moved.

Sincerely,
Harry L Heffley
Harry L. Heffley,manager
Coos Curry Farmers Cooperative

hlh;cm

RECEIVED
MAR 24 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 27 1950
FOR FILING

7-172 (4)

3151

March 23, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Attached is a copy of a claim received by us from the Secretary of State. This claim, in the amount of approximately $60,000, has been filed against Del R. Beebe Construction Company by the Umpqua River Navigation Company for sand and gravel furnished in connection with the contractor's operations on our contract Nos. 3057, 3058 and what they refer to as Contract 3171A. You will note that the latter contract number is identified as the Manning Slough Bridge. If the description is correct the contract number should be 3056, instead of 3171A.

This information is furnished as the United Pacific Insurance Company appears as surety on the bonds executed in connection with Contracts 3056, 3057 and 3058.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml
Attach.

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Company
P. O. Box 138
Eugene, Oregon

3-23-50 g f

COPY

UMPQUA RIVER NAVIGATION COMPANY

BARGES, TOWING, SAND AND GRAVEL

Since 1889

Reedsport, Oregon

March 21st, 1950

Secretary of State of Oregon,
Salem,
Oregon.

Dear Sir:

> "To Oregon State Highway Commission:
>
> Notice is hereby given that the undersigned Umpqua River Navigation Company has a claim for sand and gravel in the sum of approximately $60,000.00, pending final estimate and adjustments, against the bond taken from Del R. Beebe Construction Company with United Pacific Insurance Company as surety for the work on Delmar-Coaledo Contract #3057, Coaledo-Chrome Contract #3058 and Manning Slough Bridge Contract #3171A, Oregon Coast Highway, Coos County, Oregon."

UMPQUA RIVER NAVIGATION COMPANY

By O. H. HINSDALE
per R
O. H. Hinsdale
President

cc
United Pacific Insurance Company
Del R. Beebe Construction Company

ENDORSED:
File Number 3207
Filed March [illegible], 19[illegible]
EARL T. NEWBRY, Secretary of State

RECEIVED
MAR 27 1950
FOR FILING

7-122(4)

3057

March 23, 1950

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks your letter of March 22nd to which was attached three copies of a claim by the Umpqua River Navigation Company against Del R. Beebe Construction Company in the amount of approximately $60,000. This claim refers to Contracts 3057, 3058 and 3171A. We believe that the contract referred to as the Manning Slough Bridge should be Contract No. 3056.

This claim bears your file No. 3207.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

3-23-50 ge

RECEIVED
MAR 27 1950
FOR FILING

7-172 (4)

3057

Files Liens

March 22, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

On December 8, 1949, we received an inquiry from D. Gerald Bing, Box 906, Sacramento 17, inquiring as to the necessary procedure for filing a lien against Contracts 3057 and 3058 held by Del R. Beebe Construction Company for work on the Oregon Coast Highway in Coos County. Mr. Bing has never filed a claim, but in answer to our letter directed to him he now advises as follows:

"* * I have made a settlement with the Del R. Beebe Construction Company and therefore do not wish to file a lien on his Coos Bay Contracts. * *"

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

3-22-50 gt

RECEIVED
MAR 27 1950
FOR FILING

7-172(4)
3057

March 22, 1950

Mr. D. Gerald Bing
Box 906
Sacramento 17, California

Dear Mr. Bing:

We acknowledge with thanks your letter of March 15 advising that you have made a settlement with the Del R. Beebe Construction Company and do not wish to file a lien on his Coos Bay Contracts No. 3057 and 3058.

We will advise the contractor and the surety that this information has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ md

3-22-50 gC

D. GERALD BING
GENERAL CONTRACTOR
[illegible] Box 906
SACRAMENTO 17, CALIF.
TELEPHONE 6-7294

March 15,1950

H. B. Glaisyer, Secy.
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Am finally in receipt of your letter of Feb. 15th. I have made a settlement with the Del R. Beebe Const. Co. and therefore do not wish to file a lien on his Coos Bay contracts.

I wish to thank you very sincerely for your co-operation in the matter.

Yours very truly,
D. Gerald Bing
D. Gerald Bing

[illegible]

3-20-50 gl

.CEIVED
JUN 2 8 1950
FOR FILING

172 (4)

3057

March 20th, 1950

GREEN ACRES LINE CHANGE
Station 458+00 to Station 484+00

A line revision on the Delmar-Coaledo Section, Contract #3057, increased the quantity of excavation on the project by 103,600 cubic yards. The material consisted of earth, rotten sandstone which could be ripped and some sandstone too tight to rip which was drilled and blasted.

The classification of the material was about as follows:

NOTED
W. C. WILLIAMS

25,600	Cu. Yds.	Earth moved with scrapers.
71,000	" "	Sandstone ripped and moved with scrapers.
7,000	" "	Drilled and blasted and moved with scrapers.
103,600	Cu. Yds.	Total

The drilling and blasting shook up material several feet below the bottom elevation of the drill holes, so that it could be moved with scrapers; as only 1/2 to 3/4 pound of powder was used per cubic yard of sandstone drilled, this indicates that the material was quite rotten and broke up easily.

The cost of excavating the 103,600 cubic yards in the line change at Green Acres was as follows:

1 Motor Grader	174	Hours at	$ 7.44	$ 1,294.56
5 Tournapulls	1,604	" "	12.82	20,563.28
3 D-8 Tractors and Scrapers	1,022	" "	13.36	13,653.92
3 D-8 Tractors and Dozers	1,210	" "	10.78	13,043.80
1 D-8 Tractor and Ripper	406	" "	10.78	4,376.68
Overtime for Equipment Operators				873.75
Drilling and Blasting				2,200.00
Flagging, Sloping and Supervision				4,500.00
				$60,505.99
Allow 10% Profit				6,050.60
Total				$66,556.59

The unit cost was as follows:

General Excavation	103,600	Cu. Yds. at	$0.495	$51,317.49
Short Overhaul	370,287	Yd. Sta. "	0.015	5,554.30
Long Overhaul	24,212	C-Yd. Sta. at	0.40	9,684.80
Total				$66,556.59

The contractor has received payment at contract bid prices as follows:

General Excavation	103,600	Cu. Yds. at	$0.38	$39,368.00
Short Overhaul	370,287	Yd. Sta. "	0.015	55 5 4.30
Long Overhaul	24,212	C-Yd. Sta. at	0.40	9,684.80
Total				$54,607.10

The excavation in the line revision was more difficult than the general excavation on which the contractor bid due to the sandstone encountered, the long haul on material used for topping, the narrow ledge and the steep incline on which to operate and other difficulties. The contractor is probably entitled to his cost plus a 10% profit which amounts to $66,556.59 less the sum of $54,607.10 which has been paid, or an adjustment of $11,949.49.

E. H. Clymer
Cost Analyst

Remarks:

The right of way at the Green Acres revision was acquired on April 21st, 1949, and clearing operations were started on April 22nd, with two cats and dozers and about 8 men. The clearing, with the exception of some burning, was done in about three weeks. The cost of clearing and grubbing on the revised line, consisting of 3.23 acres of second growth hemlock and fir and some large stumps, was about $3,000.00. CLEARING COVERED BY PRICE AGREEMENT NO 2.

Grading operations were started May 6th, with three D-8 cats and dozers, three cats and scrapers and 1 Tournapull. This equipment and crew worked 12 days hauling and wasting most of the material in the mud flats. When suitable material for topping was encountered, work on the Green Acres section was discontinued May 20th, until grading work on other sections of the project could be done and some of the grade was finished and ready for topping.

The equipment was moved back onto the Green Acres Section and work was resumed July 5th, using five Tournapulls, one D-8 cat and scraper, two D-8 cats and dozers, one D-8 cat and ripper, one 210 compressor and jackhammer part time as required. Other equipment was busy on finishing grading and preparing grade for topping and surfacing on other sections of the project. The working time on the Green Acres Section was increased from a five-day week (40 hours) to a 6-day week (48 hours). On August 1st, the work week was increased to 54 hours, and on August 8th, to 60 hours, and then on August 15th, was reduced to a 48-hour week.

Two D-8 cats and scrapers were added to the equipment working on the Green Acres Section on August 10th, when grading work on other sections of the project was finished.

The grading work on Green Acres was practically finished by August 25th, and most of the equipment was moved out. Two D-8 cats and dozers, one D-8 cat and ripper and two D-8 cats and scrapers, one 210 compressor and jackhammers remained until grading on this section was completed September 2nd, 1949. Drilling and blasting in the bottom lift and ditch lines caused considerable delay to grading equipment during the last two weeks.

E. H. Clymer
Cost Analyst

RECEIVED
16 1950
FOR FILING

F-172(4)
3057

Fil

March 15, 1950

Mrs. Gertrude A. Currier, Clerk
School District No. 51
Route 1
Coos Bay, Oregon

Dear Mrs. Currier:

We have been withholding settlement of the final estimate with the Del R. Beebe Construction Company for highway improvement on US101, pending settlement of a claim in the amount of $60.00 filed by Coos County School District No. 51 for alleged damage to playground equipment.

We are now advised by Mr. Beebe's surety company that you have discussed the claim at a meeting of the School Board and that the School Board has decided not to press the claim. If this is correct, we would greatly appreciate your advising us that you have no further claim against Mr. Beebe, so that we may make final settlement with him.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]

cc Mr. H. G. Smith
Mr. Forrest Cooper

DEL R. BEEBE
CONSTRUCTION COMPANY
GENERAL CONTRACTOR

P. O. Box 138
EUGENE, OREGON

March 13, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams, Assistant State Highway Engineer

Dear Sir:

Regard your letter of January 20, 1950 in connection with claim in the amount of $60.00 filed by the Coos County School District #51 covering damage to swings and teeter totters in the school yard, which the school board alleges our equipment damaged in connection with construction on the Coos Bay Highway Job.

This is to advise that the Claims Agent, Mr. Phillippay, with United Pacific Insurance Company, 627 Board of Trade Building, Portland, Oregon, who hold our coverage on subject job, advised in his letter of March 10, 1950, copy of which is enclosed, that they have been advised by Mrs. Currier that she has taken this matter up with the school board and said board has decided not to put in a claim for the playground equipment that was damaged in this accident.

We trust that this is the information desired.

Very truly yours,

DEL R. BEEBE CONSTRUCTION COMPANY

L. E. Jeffs

L. E. Jeffs
Office Manager

lej/mg

NOTED
W. C. WILLIAMS

COPY

UNITED PACIFIC
Insurance Company
627 Board of Trade Building
Portland (4) Oregon

March 10, 1950

Del R. Beebe and Company
P. O. Box 138
Eugene, Oregon

Re: 60-996 NR Del R. Beebe Assured
School District #51 Claimant

Attention: Ernie Jeffs

Dear Ernie:

We have been advised that Mrs. Currier has discussed this claim at the school board meeting and the school board has decided not to put in a claim for the playground equipment that was damaged in this accident. Therefore, we are going to close our file on this claim and we suggest you again attempt to make your collection on the balance of the retention! You should have no trouble getting it.

Very truly yours,

(Signed) GENE

A. E. Phillippay
Branch Claims Manager

COPY

RECEIVED
MAR 14 1950
FOR FILING

7-172 (4)

3057

March 13, 1950

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Please be advised that State Highway Contract No. 3057, for work on the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County, has been completed by the contractor, Del R. Beebe, assigned to United Pacific Insurance Co., and that final payment in the amount of $18,849.71 will be made on or after March 23,1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $612,645.52, and that no force account work was performed on the project. This contract was completed December 5, 1949 and accepted by the Commission February 6, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED G. C.
3-13-50 D.G.

RECEIVED
MAR 14 1950
FOR FILING

72172(4)

3057

March 9, 1950

Coos-Curry Farmers' Cooperative
Bullards Route
Coquille, Oregon

Attention: Mr. Harry L. Heffley

Gentlemen:

Reference is made to your letter dated November 17, 1949, requesting rock quantities on State Highway Contracts 3056, 3057 and 3058.

Rock, gravel and aggregates used in the construction of these contracts according to our measurements and calculations are as follows:

Contract No. 3056, Manning Slough Bridge, none. The concrete was hauled ready-mixed to the job.

Contract No. 3057, Delmar-Coaledo	47,822.0 cu. yds.
Contract No. 3058, Coaledo-Chrome Plant	30,449.0 cu. yds.
	78,271.0 cu. yds.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

[illegible]

ndon, Oregon

Phone 10-R-12
Arago, Oregon

Coos-Curry Farmers' Cooperative
Bullards Route
COQUILLE, OREGON
Phone 2-R-11

Nov 17, 1949

Oregon State Hiway Commission,
Salem, Ore.

Gentlemen:

We have a contract with Del R. Beebe, for use of our spurs and property to unload gravel here for Hiway Contracts, Delmar and Coaledo No. 5057, Coaledo Chrome Plant No. 3058, and Manning Slough Bridge, for which we are to be compensated by the yard that goes on Hiway.

Could you furnish us with the complete yardage on these contracts when completed?

Yours very truly,

Coos Curry Farmers' Co-op.

Harry L Heffley

Harry L. Heffley, Manager

Asph Conc. = .8 Cy Per Ton

HH/wb

Gravel Paid for by State

Total yardage of Gravel used on Delmar-Coaledo Contract # 3057	47,822
" " " " " Coaledo-Chrome " 3058	30,449.5
Total yardage	78,271.5

E H Clymer
Cost analyst
By George Kayser

RECEIVED
FEB 27 1950
FOR FILING

7-172-(4)

3057

3057

Mrs Lewis

February 21, 1950

Mr. Earl Bales
1207 South Front
Coos Bay 1, Oregon

Dear Mr. Bales:

We acknowledge with thanks your letter of February 16 in which you advise that your claim has been settled about three weeks ago in connection with Del R. Beebe's job on the Oregon Coast Highway between Coos Bay and Coquille.

This appears to be the claim we received on September 30, 1949, for an unstated amount in connection with Contract 3057 for work on the Delmar-Coaledo Section of the Oregon Coast Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mi

NOTED ON CARD

2-21-50, g.e.

[illegible] noted cont #3058

February 16, 1950

Dear Sirs:

We are sorry we didn't reply. But our claim has been settled about three weeks ago on the Del R. Beebe work on Highway 101 between Coos Bay & Coquille.

Very truly yours,

Earl Bales

3056
57
58

[illegible] and
acknowledge & contracts
notify [illegible]
recorded on card

2-21-50 [illegible]
[illegible]
#3148

RECEIVED
FEB 23 1950
FOR FILING

7-172(4)

3057

February 21, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter dated February 12 from Earl Bales in which he writes as follows:

> " * * * our claim has been settled about three weeks ago on the Del R. Beebe work on Highway 101 between Coos Bay and Coquille."

This appears to be the claim on which you were advised on September 30, 1949, in which Mr. Bales and a number of other men made claim for hauling gravel.

This information is furnished as the United Pacific Insurance Company appears as surety on the bond executed in connection with Contract 3057.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

February 15, 1950

COPY

Mr. D. Gerald Bing
Box 906
Sacramento, California

Dear Mr. Bing:

On December 8, 1949 you wrote this office in regard to your intention of filing a lien on money due Del R. Beebe Construction Company in connection with his Contracts Nos. 3056, 3057 and 3058.

Will you please advise us immediately regarding the status of your claim as we are now ready to make final payment on Contract No. 3058, which covers grading and paving on the Coaledo-Chrome Section of the Oregon Coast Highway in Coos County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

GL

RECEIVED
JAN 23 1950
FOR FILING

F-17[illegible]

3057

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1950

SUBJECT: Our File 14098
School District No. 51
Coos County
Your assignment 1351

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Referring to the matter of damage alleged to have been caused to the playground equipment owned by School District No. 51, Coos County, I wish to advise as follows:

On August 15, 1949 you sent a letter to Del R. Beebe, the contractor who allegedly caused the damage. and requested that he settle the claim. Our file does not disclose if this was done. Final payment to the contractor has not been made and I suggest that a check be made to determine the status of this claim before acceptance of the contract.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:MA

RECEIVED
JAN 30 1950
FOR FILING

F-172(4)

3-57

January 20, 1950

Mr. Del R. Beebe
1391 West Second Street
Eugene, Oregon

Dear Sir:

On August 15 I advised you that Coos County School District No. 51 had filed a claim in the amount of $60.00 against you, as cost of damage to swings and teeter-totters in the school yard which the School Board alleges your equipment damaged.

We have not been advised that this claim has been settled. Will you please let us have an early reply.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. H. G. Smith
Mr. Forrest Cooper

RECEIVED
DEC 29 1949
FOR FILING

F-17-2(4)

3057

December 28, 1949

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

1608

Dear Sir:

In answer to your letter concerning the method of making adjustment in costs for the line change on the Green Acres cut on the Delmar-Coaledo Section, Contract No. 3057, Del H. Beebe Construction Company, I offer you the following comments:

In the first place, without admitting in any manner the validity of your claim for extra compensation or in any manner prejudicing our position in this apparent controversy, we will discuss the problem of classification to which you refer.

About 1932 the Highway Department started to discontinue the use of classification of general excavation items and by 1935 had practically abandoned its use. This policy was forced upon the Department by the different classes of equipment which were appearing on the market, such as mechanical rooters, the greatly increased size of power shovels, and the development of various types of power scrapers. Many types of materials that formerly were classified as rock, under the old method of hand labor using hand pick and hand shovel, could be easily loosened by this equipment, and the contractors began to disregard our classification of materials and to bid all general excavation items at one price. It would appear extremely illogical, therefore, to adopt a method of payment which had been abandoned for at least 15 years. If an attempt were made to adopt it in this instance, any agreement on the percentage of solid rock which should be allowed in material of this character would be quite difficult. Furthermore, there is no bid price on this job for classified material as a guide to determine cost.

On the other hand, we can say in all due modesty that we have one of the best cost-keeping departments in the United States. This department is under the supervision of E. H. Clymer, who attended the conference and furnished the information to Mr. Smith. Mr. Clymer's information is accurate and is obtained by inspection in the field, examination of the contractor's books, and a general analysis of contractors' operations by men skilled in that line of work. This information is not obtained by any "process of legerdemain," as you intimate, but is an accurate cost analysis of the job. You were informed by Mr. Smith that there was no attempt to force you to accept this figure, and that it was subject to a review of the contractor's books by Mr. Clymer and your cost accountants as a preliminary to our further discussion.

When the Department did work by classification, practically all jobs were classified by Mr. Smith personally. He has not attempted to classify this cut, therefore, there is no classification available for your inspection. Mr. Lytle made some attempts in this direction but abandoned them. Of necessity there must be preliminary discussions in controversies of this kind before a policy is decided upon. We feel that the system of classification is obsolete, has not been used for years, and that there are no bid prices available to apply to such a classification. Therefore, we cannot consider the recommendation of any settlement except perhaps one based upon cost plus a reasonable profit, provided you are able to establish the fact that your client is entitled to extra compensation.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]

cc Mr. W. C. Williams
Mr. J. M. Devers
Mr. H. G. Smith
Mr. K. D. Lytle

ASSIGNMENT No. 1608

DESCRIPTION: John Lichty's letter of 12-20-49 re Delmar-Coaledo Contract No. 3057

DATE: 12-23-49 ASSIGNED TO: H. O. Smith

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☒ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date____________

☐ ____________________________

REPORT RECEIVED: 12-28-49

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

REMARKS:

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 6475

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

December 20,
1949

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Del R. Beebe
Re: Delmar-Coaledo Contract No. 3057

The writer and Mr. Beebe had a conference last Thursday with Mr. Smith, Mr. Lytle, Mr. Gall and Mr. Clymer on the site of the above contract near Coos Bay. At that time we discussed the question of additional compensation which we contend is due Mr. Beebe for the change which was ordered in the alignment of the highway at Green Acres Hill.

The final cross-sectioning of the material moved from this area shows an increase of 103,600 yards. The contractor and his engineer have made a classification of the materials excavated and their classification shows 35,000 yards of rock, 23,200 yards of nearly solid rock, requiring ripping with two cats, and a ripper, 22,000 yards of mixed excavation requiring a ripper and one cat, and 23,400 yards of common, or dirt.

In figuring this job originally there was very little rock involved. In preparing the bid of 38¢ for unclassified excavation the contractor estimated the quantity of rock that he would encounter and bid $1.20 per yard for rock. He figured 33¢ on his common, and this gave him a composite of 38¢ per yard for all the material he would move on this job. He has received, or will receive 38¢ per yard for all the additional material he moved. We therefore figure that he is entitled to 82¢ a yard additional for all of the rock moved in the excess quantities.

He figures the reasonable value of moving material which requires two cats and a ripper would be 80¢ per yard, and that of ripping requiring only one cat would be 60¢ per cu. yard. Therefore on the two cat ripping he would be entitled to 42¢ a yard additional compensation, and for the one cat ripping 22¢ per yard, and the State would be entitled to a credit of 5¢ per yard on the 23,400 yards of dirt.

Carrying these figures out we figure additional compensation for rock moving $28,700.00; for ripping requiring two cats $9,744.00, and for ripping requiring one cat $4800.00. Allowing the credit of 5¢ per yard for the 23,400 yards of common, or $1170.00, would, as we figure it, entitle us to $42,174.00 additional.

There is an additional factor involved in this claim, which we would be willing to forego if settled on the basis of the figures heretofore cited, of the additional cost of pioneering and opening up the north end of the Green Acres cut, which was a sliver cut. The stakes were reset three times and required three pioneering and clearing jobs. In addition the select material required, not only for the Delmar-Coaledo job, but the Coaledo-Chrome job, was mostly hauled from the Green Acres cut. Since overhaul is paid only for yardage compacted in place there would be a substantial additional overhaul due the contractor.

There is also the matter of the failure of the State to pay for crushed rock placed in the grade for maintenance, and which was incorporated in the base of the finished highway. This amounts to approximately 1084 yards. This we feel should be paid for at $3.50 a yard.

There are a number of other small claims that if we get to an impasse on negotiation of a reasonable figure we will be forced to assert.

Mr.Smith refused to talk classification with us at the time of our conference. It is my understanding that the Highway Department Engineers have made their classification as to the various grades of material in this cut, and I feel that we are entitled to have the benefit of their classification.

By some process of legerdemain, Mr. Smith figured that our cost of doing this work was only increased $10,000.00, and offered to recommend the payment of this amount, plus a reasonable profit. We do not, of course, concede that he is right on his figure of the increased cost, however, we do not think that it is the proper basis as we were not doing this on force-account and are entitled tothe reasonable going rate in moving the class of material encountered.

Purely in the spirit of compromise we stated to Mr. Smith that we would take 35¢ a yard additional for all of the extra material moved and the class of material encountered. This would amount to $37,260.00. This figure we do not concede is the limit to which we would be entitled if we cannot reach an agreement, but is made purely in the spirit of compromise.

Please advise me if the classification of the State's own engineers will be available for our inspection, and if so have the break-down sent to me. I would also like to have a date set for a conference with you shortly after the first of the year in an attempt to arrive at a fair basis of settlement of this claim without protracted negotiations or litigation.

Yours very truly,

John Lichty

John Lichty

OREGON
STATE HIGHWAY COMMISSION

JL:m

cc: Mr. Del R. Beebe

RECEIVED
[illegible] -6 1950
FOR FILING

7-172(4)

3057

December 23, 1949

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Del R. Beebe Construction Company, assigned to United Pacific Insurance Company, a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3057 for grading and paving on the Delmar-Coalede Section of the Oregon Coast Highway in Coos County. This payment, which is in the amount of $24,586.82, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $18,364.82. The present payment to the contractor will be made on or after January 3, 1950.

There is a claim by Earl Bales against this job regarding which we advised you on September 30, 1949.

This notice is sent to you because your company appears as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

12 23 [illegible]

RECEIVED
JAN 24 1950
FOR FILING

Mrs Lewis

7-172 (4)
3057

December 13, 1949

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from D. Gerald Bing, General Contractor, Box 906, Sacramento 17, advising that Del R. Beebe Construction Company owes him an unstated amount of money for services or materials furnished in connection with Mr. Beebe's Contracts 3057, 3058 and Bridge 3171A which, we understand, is Contract 3056, also with Mr. Beebe.

We suggested to Mr. Bing that he provide a statement of his claims and when such a statement is received we will advise you further.

This information is furnished as the United Pacific Insurance Company appears as surety on the bonds executed in connection with Contracts 3056, 3057 and 3058.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

NOTED ON CARD

12-13-49

RECEIVED
JAN 24 1950
FOR FILING

7-172(4)

3057

December 13, 1949

Mr. D. Gerald Bing
Box 906
Sacramento 17, California

See F-172(4)
3056

Dear Mr. Bing:

This is to acknowledge your letter of December 8 in which you state that you wish to file a lien on money due Del R. Beebe Construction Company in connection with his Contracts Nos. 3056, 3057 and 3058. To file a claim with this office against these jobs you should submit a brief statement of the amounts owed you, showing the time and what services or goods were furnished.

The State does not attempt to collect claims filed against contracts and no effort is made by the State to determine the validity of claims submitted. We do, however, keep a record of all claims submitted and advise the surety and the contractor of their receipt. As you may know, each contractor in Oregon is required to secure a full coverage bond on each contract which coverage provides not only for completion of the work but payment of all bills incurred in connection with each job. On the three contracts you mention, the United Pacific Insurance Company has provided the bonds. Their agent is Durham and Bates, 901 Southwest Washington, Portland 5. If your claim is filed with this office we will notify the surety, or if you so desire you may file your claim directly with them.

For your information, Contract 3056, for work on the Manning Slough Bridge was completed August 31, 1949, and accepted by the Commission September 21, 1949. Final payment has been made on this job. Contract 3057, for grading and paving on the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County was completed on December 5, 1949, and final payment has not been made. Contract 3058 for grading and paving the Coaledo-Chrome Plant Section of the Oregon Coast Highway in Coos County was completed October 29, 1949, and final payment has not as yet been made.

In the event that you wish to protect your claim beyond a period of six months after the job is completed and accepted, we suggest that a claim be filed with the Secretary of State. For your convenience in so doing we are enclosing an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
12-13-49 jk

FAQ:md
Enc.

Form E-1—5M—11-48

7-172 (4)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec.10th, 1949

Section Delmar - Coaledo

Kind of work Grading & Paving

Highway Oregon Coast

Section prefix 6 - 1030

Contractor Del R. Beebe Const Co.

Contract number 3057

Date of contract Sept. 3, 1948

Date of completion Oct. 31,1950

Date work started Sept. 3, 1948

Estimated date of completion Dec. 5th, 1949

Amount of contract $ 572,508.00

Per cent of time elapsed 63 %

Estimated cost of completed project, exclusive of engineering $ 624,572.27

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 35,700.00 6.2 %

Date project was completed Dec. 5th, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final records are ready for submission. They will be held in the office here till after conference with contractor and engineers.

Still working an a final profile.

NOTED
G. SMITH

Signed C C Gee

Address North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.89	2.89			2.89
Miles partially completed	All	All			All
Miles completed	"	"			"
Total estimated quantities	447,000	27,230	1935		20,655
Estimated quantities moved or placed to date	All	All	All		All
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	None				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Showers		
Friday	"		
Saturday	cloudy		

RECEIVED
DEC 14 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 26730

RECEIVED
DEC 12 1949
FOR FILING

7-172 (4)

2057

December 8, 1949

Mr. Dal R. Beebe
1391 W. Second Street
Eugene, Oregon

Dear Sir:

The final records on the Delmar-Coalede Section are being held up pending disposal of stumps which you have piled on property adjacent to the road. Our specifications strictly prohibit this, and we cannot release the final until these stumps are disposed of.

Please have this done prior to the meeting on December 15.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. K. D. Lytle
Mr. C. C. Gall

RECEIVED
FOR FILING

F-172(4)

3057

October 5, 1949

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Sir:

Reference is made to your letter of October 4, relative to the contention of Mr. Del R. Beebe that he is entitled to extra compensation by reason of changes made in excavation quantities on his contract No. 3057, Delmar-Coaledo Section.

The matters brought out in the letter written by L. E. Jeffs, who is office manager for Mr. Beebe, are such that it will require our completion of the measurements and other information on the work as performed before we will be in position to meet and discuss the matter with Mr. Beebe. As soon as we can secure the information we will need, we will be most pleased to confer with Mr. Beebe and you. I would say that it will probably be a matter of possibly thirty days before such a meeting could be undertaken, but we will advise you as soon as a conference can be arranged, with such information as will be necessary for the conference.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:hi
cc Mr. M. G. Smith
Mr. E. D. Lytle

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 8478

October 4,
1949

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Re: Delmar-Coaledo Contract No. 3057

My client, Del R. Beebe, doing business as Del R. Beebe Construction Company, is the contractor with the State of Oregon for the construction of the above designated section of the Oregon Coast Highway.

In the Fall of 1948, due to the swampy condition of a certain area where the original plans called for a fill, it was determined by Highway Commission that the making of the fill was impracticable or impossible, and that it would seriously endanger the right-of-way of the railroad running parallel to the highway. An alteration was made in the plans which involved the making of an extensive cut in the area known as Green Acres Hill.

It is Mr. Beebe's contention that the changes made an increase in the excavation quantities, as originally estimated, by more than 25%, however, this estimate will only be determined upon final cross-sectioning and estimates. Irrespective of this question, however, alterations did materially change the character of the work to be performed and the cost thereof.

On behalf of my client, Mr. Beebe, I am asking that you, or one of your assistants, set a time for a hearing when Mr. Beebe will be able to present his case, and that either a supplemental agreement be entered into relative to the additional amount to be paid to the contractor, or that you make such an allowance to him after completion as you deem to be fair and equitable.

The contractor's contentions are set out in a letter to me written by L. E. Jeffs, Mr. Beebe's office manager, and I attach hereto a copy of that letter as constituting the basis for Mr. Beebe's claim.

RECEIVED
OCT [illegible]
OREGON
STATE HIGHWAY COMMISSION

Yours very truly,

John Lichty
John Lichty

JL:m
Enc.

RECEIVED
OCT 10 1949
FOR FILING

OREGON DISTRICT
F-172(4)

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

October 5, 1949

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' September 30th letter in reply to ours of September 22nd relative to the asphaltic content of the Class B mixture being used on Oregon Project F-172(4), Delmar-Coaledo Section. We note you request our approval of the use of a specification providing for 5% to 6-1/2% asphalt content in Class B mix on future projects.

On January 20, 1949 we wrote regarding the change in the approved asphaltic concrete Class B mixtures changing the percentage of asphalt from 5-1/2 - 7-1/2 to 6-1/2 - 8, and also changing the penetration from 61 - 70 to 86 - 100. At that time we questioned the setting of the minimum of asphalt content at 6-1/2% and requested further information.

In your February 4, 1949 reply you advised if it met with our approval, the minimum percentage of asphalt in the Class B asphaltic concrete would be reduced to 6.0% on the above mentioned project, still using a maximum of 8.0%. This was satisfactory to this office. It is noted on Oregon Project F-159(4), Salmon River Highway, for which bids were opened on September 20, 1949, the asphaltic content specified was for 6% to 8% in line with your February 4th letter.

We have checked the asphaltic content on several recent Federal Aid Projects with the following results:

Project No.	Section	Specified % Asphalt	Penetration	No. Tests	Ave. % Asp.
UI-161(13)	Eugene	6.5-8	86-100	104	6.61
S-40(2)	Salem-Silverton	6.5-8	86-100	58	7.02
F-303(3)	Barbur Boulevard-Boones Ferry	5.5-7.5	61-70	39	6.95
S-14(7)	N. Umpqua	5.5-7.5	61-70	164	6.53
F-300(3) & F-122(7)	McMinnville	5.5-7.5	61-70	84	6.78
F-186(12) (13)	Sunset Hwy.	5.5-7.5	61-70	203	6.50

We therefore question the advisability of lowering the minimum to 5% and the maximum to 6-1/2% at this time. If a change is desirable it appears that the original limits of 5.5% to 7.5% would be better. In any event, from the averages shown above, we do not believe the maximum should be dropped to 6-1/2%.

It is suggested that the present limits, 6.0% to 8%, be used until such time as this matter can be more fully discussed and at which time the matter of providing for asphalt adjustment might also be investigated.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
OCT 6 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 17 1949
FOR FILING

F-172(4)

3057

Mrs Lewis

September 30, 1949

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have today received a letter from Mr. Karl Bales, 1207 South Front, Coos Bay, Oregon, advising that he and about 15 other men who have been working for Del R. Beebe on the Oregon Coast Highway between Coquille and Coos Bay, hauling gravel with their own trucks, have not been paid for their services. No amounts are stated in Mr. Bales' letter.

From the location he has given, we assume that the claim applies to any one or all three of Contracts No. 3056, 3057 and 3058, being respectively the Manning Slough Bridge, the Delmar-Coaledo Section and the Coaledo-Chrome Plant Section, all on the Oregon Coast Highway in Coos County.

This information is furnished as the United Pacific Insurance Company appears as surety on all three of the above contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham and Bates
901 S. W. Washington Street
Portland 5, Oregon

Del R. Beebe Construction Company
P. O. Box 138
Eugene, Oregon

NOTED ON CARD

9-30-49

RECEIVED
NOV 17 1949
FOR FILING

[illegible]

F-172(4)

3057

September 30, 1949

Mr. Earl Bales
1207 South Front
Coos Bay, Oregon

Dear Mr. Bales:

We have your letter of September 28 advising that yourself and about fifteen other men who had been working for Del R. Beebe on the Oregon Coast Highway between Coquille and Coos Bay have not to date received any pay for your services.

Mr. Beebe had three contracts between Coquille and Coos Bay, being our contracts Nos. 3056 for the Manning Slough Bridge, 3057 for work on the Delmar-Coaledo Section of the Oregon Coast Highway and 3058 for work on the Coaledo-Chrome Plant Section on the same highway. As of this date only Contract 3056 has been completed.

We will record your claim in this office and notify the surety and the contractor of its receipt.

The surety on all three of the contracts is the United Pacific Insurance Company whose agent on these three bonds is Durham and Bates, 901 Southwest Washington, Portland.

In order to make your claim more definite and to protect it beyond the ordinary period of six months after the job has been completed and accepted, we suggest that you file it with the Secretary of State. We are enclosing herewith an excerpt from the Oregon Law outlining the procedure and form to be used.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
9-30-49 JC

FAQ:md
Enc.

Sept 28-1949

3056
3057
3058

Dear Sir:

I and about 15 other men have been working for Wl. R. Beebe on State Highway 101 between Coquille and Coos Bay Ore. hauling gravel with our own trucks. We were wondering if you could help us or tell us how to get our pay from them.

Most of us quit about 2 months ago and as of yet haven't received a cent.

Thanking you sincerely,

Earl Bales
1207 So. Front
Coos Bay, Oregon
Phone. 10168.

ED ON CARD
9-30-49 gl

RECEIVED

REFERRED TO
Query
BY SECRETARY
[illegible] usual letter
MS

RECEIVED
OCT 3 1949
FOR FILING

F 172 (4)

September 30, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of September 22, relative to asphaltic concrete mixture for Oregon Project No. F-172 (4), Delmar-Coalado Section of the Oregon Coast Highway.

It is true that the asphaltic content of the mixture being used on this project shows an average of approximately 5.5%, whereas the specifications provided for 6½% to 8%. We had had some projects on which the asphaltic content was insufficient, and there was a slight tendency for the surface to ravel. It was our thought that, by increasing the asphaltic content, this condition would be eliminated. We soon found out, however, that an asphaltic mixture in excess of 7% was too much and caused the surface to soon become smooth and slippery when wet.

It has, therefore, been decided that, with your approval, future specifications will specify an asphalt content of 5% to 6½%, which, of course, will eliminate any future underruns of asphalt quantities such as are occurring on the Delmar-Coalado project.

We will also be glad to consider, should occasion again warrant, the matter of providing for an asphalt cement adjustment as suggested by you.

I believe you are slightly high on your estimate of the amount in dollars of the saving in asphalt on the Delmar-Coalado job. You have apparently estimated the asphalt at approximately $50 per ton, which is a price somewhat in line for asphalt applied on the road on oil or bituminous macadam projects. In the instance of asphaltic concrete mixture, the cost of the material at the plant is approximately $30 per ton, and this should be taken as the cost in lieu of any figure that might involve hauling and distributing the oil in place on the roadway. Even at a price of $30 per ton, the underrun of the asphalt will be a considerable amount.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
WCW:mMr. N. M. Finkbiner

By: W. C. Williams
Assistant State Highway Engineer

5½ Price - Portland --30.97
" " Bay Dist. 30.05

372 tons @ 30.97 -- $11,520 } Using Ave
372 tons @ 30.05 11,180

210 tons @ 30.97 = 6505 } Using Minimum
210 tons @ 30.05 = 6310

[illegible] FOB Car at North Bend

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

September 22, 1949

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The contract for Oregon Project No. F-172(4), Delmar-Coaledo Section of the Oregon Coast Highway includes 21,500 tons of asphaltic concrete. Payment for this item includes the furnishing, hauling and placing of all materials and supplies, no separate payment being made for asphalt used in the mix.

The special provisions (p. 23) provide that the quantity of asphalt used shall be from 6-1/2% to 8%. A contractor would probably compute his unit bid price on the basis of the average figure mentioned, 7-1/4% asphalt, or in any event, he would not use a figure less than 6-1/2%.

As an example of the magnitude of the possible amounts involved it is noted that the 37 bituminous mixture analyses reported by the laboratory for the project and covering the period August 25th to September 14th, show an average of 5.52% of asphalt. If this average is maintained throughout the work (now approximately 75% complete) it would indicate a probable saving of some 372 tons of asphalt providing his bid was on the average of the percentages specified in the specifications and would amount to $18,000 or almost one dollar per ton of mixture. Even if he used the minimum percentage permitted by the specifications in preparing his bid, the result would indicate a savings of some 210 tons or $10,000 in money.

We realize the mix is set by the Highway Department to be followed by the contractor in producing the asphaltic concrete, however, the thought occurs that it might be feasible to so revise the specifications so as to include a provision for asphalt cement adjustment similar to that now used for Portland cement.

Upon completion of the paving on this contract we would appreciate information as to the total tons of asphalt as shown by the oil company's invoices or freight bills and the total number of tons of asphaltic concrete produced. This will provide an interesting check. Your comments would be appreciated.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
[illegible] 1949
FOR FILING

7-172 (4)

3057

Mrs. Lewis

September 27, 1949

Mr. C. R. O'Neil
Route 1, Box 31
Creswell, Oregon

Dear Mr. O'Neil:

We acknowledge with thanks your letter of September 21 advising that the claim of $650 which you filed with us against Del R. Beebe Construction Company Contract 3057 on the Delmar - Coaledo Section of the Oregon Coast Highway in Coos County is in error and that the claim be withdrawn.

We will advise the surety and Mr. Beebe of the receipt of your letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ md

NOTED ON CARD

9-27-49 [illegible]

September 21, 1949

3057

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaysier

Gentlemen:

On the 28th day of July, 1949, I addressed a letter to Durham & Bates, sending you a copy, in which I filed a claim for $650.00 against Del R. Beebe Construction Co. on the Delmar-Coaledo section of the Oregon State Highway.

This is to advise you that that claim was filed in error and I ask that the same be withdrawn.

Yours very truly,
C. R. O'Neil

C. R. O'Neil

CRO'N:m

cc: Durham & Bates
United Pacific Insurance Co.

9-22-49, gl

REFERRED TO
Geary
BY SECRETARY

prepare ltr. - thanking him for the information and notify sur. & contractor claim withdrawn. correct card.

RECEIVED
OCT [illegible] 1949
FOR FILING

7-172(4)

3057

Mrs. Lewis

September 27, 1949

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

This is to advise that we have received a letter signed by Mr. C. M. O'Neil advising that the claim of $650 filed against Del R. Beebe Construction Company is in error and requesting that the same be withdrawn.

This apparently is the same claim received in this office on August 1, 1949 in the amount of $650 for rental of a scraper in connection with our Contract 3057 for work on the Delmar-Coalede Section of the Oregon Coast Highway in Curry County.

This information is furnished as the United Pacific Insurance Company appears as surety on the bond executed in connection with Contract 3057.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml
cc:
Durham and Bates
902 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Company
P. O. Box 138
Eugene, Oregon

NOTED ON CARD
9-27-49 R.

RECEIVED
SEP 12 1949
FOR FILING

F-17= (1)

57

DEL R. BEEBE
CONSTRUCTION COMPANY
GENERAL CONTRACTOR

P. O. BOX 138
EUGENE, OREGON

September 9, 1949

W C WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams

Gentlemen:

Regarding alleged damage to playground equipment at School District No. 51, Coos County (Delmar), this is to advise that subject matter has been turned over to our insurance company, the United Pacific Insurance Co., located in the Board of Trade Building, Portland, Oregon.

Very truly yours,

DEL R. BEEBE CONSTRUCTION CO.

L. E. Jeffs
L. E. Jeffs
Office Manager

LEJ:bt

cc - United Pacific Ins. Co.

RECEIVED
SEP 1
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1949
FOR FILING

7-172(4)

3057

August 29, 1949

Umpqua River Navigation Co.
Reedsport, Oregon

NOTED
H. B. GLAISYER

Gentlemen:

Reference is made to your letter dated August 25, 1949, regarding sand, gravel, crushed material, etc., on State Highway Contract No. 3057, Delmar-Coaledo Section and Contract No. 3058, Coaledo-Chrome Plant Section, on Estimate No. 8, work done to July 10, 1949.

Materials placed on cubic yard basis are as follows:

Item	Contract 3057	Contract 3058
Rock or Gravel Backfill in Drains	546.5 c.y.	651.0 c.y.
2½" - 0" Material in Base	1,650 c.y.	4,500.0 c.y.
3/4" - 0" Materials in Base and Shoulders	157 c.y.	700.0 c.y.

Materials in which aggregates are incorporated:

Class "A" Concrete	120.0 c.y.	100.0 c.y.

Materials on hand but not yet incorporated in construction:

2½" - 0" Gravel (Base Material)	5,300 c.y.	- -
3/4" - 0" Asphaltic Concrete Aggregates	13,000 c.y.	10,000 c.y.

The above quantities are totals as of July 10, 1949, and reported by our Engineer in charge, on Estimates No. 8.

Very truly yours,

H. B. Glaisyer
Secretary

DBP:cw

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand and Gravel
Since 1889

Reedsport, Oregon
August 25, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Kindly forward quantities of sand, gravel, crushed material and AC sand and gravel on Estimate No. 8 for Contract 3057 and Contract 3058.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

By

db

Probert

RECEIVED
STATE [illegible] COMMISSION

will you please prepare a reply for me!

HBG

RECEIVED
AUG 17 1949
FOR FILING

7-172 (4)

3058

August 15, 1949

Mr. Del R. Beebe
1391 West Second Street
Eugene, Oregon

Dear Sir:

Coos County School District No. 52 has complained that in the reconstruction of the Coast Highway, Delmar-China Camp Creek Section, the contractor moved into the school yard with some heavy equipment and broke up some swings and teeter-totters. The damage was assessed at $60.00, and our Right of Way Supervisor, Mr. Horlin, reports that this amount seems fair.

Will you kindly settle this claim and advise us when it has been completed to their satisfaction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. K. D. Lytle

RECEIVED
AUG 16 1949
FOR FILING

9-172-(4)

3057

JOHN LICHTY EDWARD O. DOXEY

LICHTY AND DOXEY
ATTORNEYS AT LAW
[illegible] BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 8478

3057

Au[illegible] 1949

Mr. C. R. O'Neil
Route 1
Creswell, Oregon

Dear Sir:

My client, Del R. Beebe, doing business as Del R. Beebe Construction Co., has turned over to me his file in connection with your two letters, both of July 28th, addressed to Durham & Bates, in which you indicate that you have a claim against him for $850.00 for the rental of 1- Le Tourneau scraper, which he used in connection with the Delmar-Coaledo section of the Oregon State Highway, and a second claim of $2,683.95 for work done by with your equipment on the Ripple Brook-Austin Spur project N 46-2B; the latter contract being performed for the Public Roads Administration.

The file clearly shows that Mr. Beebe is not indebted to you but on the contrary you are indebted to him in the sum of $3,320.13; this amount being the net loss to him occasioned by your failure to complete your subcontract on the Ripple Brook-Austin Spur project after applying against his total loss the two amounts claimed by you in your letters to Durham & Bates, and demand is hereby made upon you for immediate payment of said sum of $3,320.13.

Yours respectfully,

John Lichty

JL:m

cc: Del R. Beebe
Durham & Bates
Oregon State Highway Commission
Public Roads Administration

NOTED
F. QUER

COPY

RECEIVED
AUG 10 1949
FOR FILING
7-172(4)

Mr. Lewis

August 3, 1949

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

This is to advise that we have received a carbon copy of a claim filed with Durham and Bates by C. R. O'Neil against the Del R. Beebe Construction Company for $650 for rental of a Le Tourneau carryall scraper.

This claim has been filed against what appears to be our contract No. 3057 for grading and paving on the Delmar-Coaledo Section of the Oregon Coast Highway, in Coos County.

This information is provided as the United Pacific Insurance Company appears as surety on the bond in connection with contract No. 3057.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]-JAQ:ee

cc - United Pacific Ins. Co.
Branch Office

Durham & Bates

Del R. Beebe Construction Co.

NOTED ON CARD
8-3-49

August 3, 1949

Mr. C. R. O'Neil
Box 401
Prineville, Oregon

Dear Mr. O'Neil:

This is to acknowledge receipt of a carbon copy of the letter addressed to Durham & Bates, 901 S. W. Washington, Portland, Oregon, advising that you are filing a claim against the Del R. Beebe Construction Company, of Eugene, on the Delmar-Coaledo Section, in the amount of $650.

This appears to be in connection with our contract No. 3057 with the Del R. Beebe Construction Company for grading and paving on the Delmar-Coaledo Section of the Oregon Coast Highway, in Coos County. This claim will be entered in our records, and we will advise the surety of receipt of a carbon copy of the claim.

If you feel that it is necessary to protect your claim beyond the normal period of six months after the job is completed and accepted, it is suggested that it be filed with the Secretary of State. For your convenience we are enclosing an excerpt from the Oregon law, outlining the procedure.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG-FAQ:ee
Enc.

NOTED ON CARD
8-3-49

Prineville, Oregon
Box 401

July 28, 1949

3057

Durham & Bates
901 S.W. Washington
Portland, Oregon

Dear Sirs:

This will advise you that I am filing a claim against Del R. Beebe Construction Co., of Eugene, Oregon on his contracts known as Delm ar-Coaledo section which he now holds with the Oregon State Highway Commission.

The above claim being in the amount of $650.00, six hundred fifty dollars for rental of 1 (one) 20 yd. Le Tourneau carryall scraper.

Very truly yours,

C. R. O'Keef

CRO:el
cc:Oregon State Highway Commission

RECEIVED
AUG - 1 1949
OREGON
STATE HIGHWAY COMMISSION

8-1-49

RECEIVED
JUL 26 1949
FOR FILING
7-172 (4)
3057

July 22, 1949

Mr. Ben R. Chandler
State Highway Commissioner
101 N. Broadway Street
Coos Bay, Oregon

Dear Mr. Chandler:

On July 20, Mr. Williams, accompanied by Messrs. Smith and Lytle, made a complete investigation of progress on the Delmar-Coalede and Coalede-Chrome Plant contracts, Nos. 3057 and 3058. Briefly, the status of the work and the prospects for completing this year are as follows:

The contractor is approximately 90% complete with his grading work. Of some 800,000 cubic yards to be moved on the two jobs, he has approximately 75,000 cubic yards left to move. His present progress varies from 2,500 to 4,000 yards per day, and, judging from the nature of the materials left to move, his daily average should be not less than 3,000. This would require 25 days working time, or a completion of the grading about August 20. Mr. Williams estimates, however, that there is bound to be some lost time, and he feels that September 1 is more likely to be the date of completion of the grading. This will in no way interfere with operations of the paving contractor, as sufficient grading is now completed to keep the paving contractor going until September 1.

The paving contractor should be able to complete the job, in so far as laying of the pavement is concerned, with any reasonable break in the weather. He is some two weeks behind in his scheduled starting date, as the paving operations will not start until about July 28. As two or three days are usually lost at the start of a job, the actual starting date of the pavement work will be about August 1. The contractor is setting up an excellent plant, one of the very best that has been set up in the state. He has a 3,000-pound pug mixer, with two large drying drums, and should have no difficulty in producing a minimum output of 100 tons per hour. He estimates the production of 1,000 to 1,200 tons daily, and this, I believe, he can make. He has 37,500 tons to lay, which means, then, 38 working days, or approximately 50 days elapsed time, exclusive of time lost due to weather. If he does not lose more than 10 days time by reason of rain during August and September, he could finish the job by October 1, provided rock base can be laid fast enough ahead of his operations.

The most questionable item for completion this year is the crushed gravel base and surfacing. There are required, as of date, 30,000 yards of crushed gravel surfacing materials and 20,000 cubic yards of crushed gravel for the asphaltic concrete. This totals 50,000 yards, and the present output of Hinsdale is around 1,000 to 1,200 yards daily, so that approximately 50 working days will be required to lay the surfacing course. It appears, therefore, that unless Hinsdale can step up his output of crushed gravel, it is questionable that the job can be finished by October 1. The crushed rock is definitely the bottleneck on the work at the present time, and not the grading or the asphaltic paving work.

Mr. Lytle is going to Reedsport to confer with Hinsdale and on to Coos Bay Friday, July 22 (today) to see whether or not it would be possible for Hinsdale to increase his working hours. If this can be done, it is believed that there would be a very reasonable prospect of completing all work on the job, with the possible exception of minor cleanup, which will not involve the traveling public, this fall.

Mr. Williams states that the contractor's present superintendent, Jack Bud, has the work better organized than at any time since it started. The work is progressing smoothly and efficiently at this time. Al Horton will be in charge of the paving work, and he is one of the best paving men in the state. Both Mr. Beebe and his paving subcontractors, Porter Yett and Al Horton, are extremely desirous of completing the work this year, as they both realize that it would be very expensive for either to have to hold equipment there another year. It is apparent, therefore, that neither contractor will unduly delay progress of the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. T. H. Banfield
Mr. Chas. H. Reynolds
Mr. W. C. Williams

RECEIVED
JUL 6 1949
FOR FILING

F-172(4)

3057

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 14, 1949

NOTED
W. C. WILLIAMS

SUBJECT: Delmar-Chrome Plant

To: R. H. Baldock
State Highway Engineer

REFERRED TO
Mr. Williams
By Chief Engineer
Will you please handle this?

Dear Sir:

I have your letter of June 10th regarding the progress that is being made on the Delmar-Chrome Plant Job.

The contractor is working mostly on the correction of mistakes which he made last year in starting the job. As you know, he rushed in with a lot of equipment and took the heart out of the job. The culverts were not extended thru the existing road and now he has to do all of this work before he can really get started. While he does not have the amount of equipment working that was on the job last year, I believe that since he started working he has made considerable progress.

The south end, or State project, can be completed providing Porter Yett gets the paving plant set up. They started yesterday on the erection of this plant and it should be completed some time in July. Al Horton is in charge of this phase of the work. They intend to move the Yett plant which is located at North Bend. I do not have any idea as to what shape it is in but do know that it operated up into October of last year and believe it is satisfactory. This will be the bottleneck if there is one.

If you write to the Bonding Company, or to Beebe, I would like to have you mention the maintenance which the Company is obligated to perform. Last year this Company detoured their heavy equipment around on sections of the road which were not on the project and broke it up quite badly. They also operated tractors on sections of the pavement which were not to be replaced; such as from the Delmar Overcrossing north.

I have had difficulty in persuading the contractor to adequately perform such patching as is necessary. As soon as the paving plant is ready, they should repair or repave all the sections which they destroyed. I have repeatedly told them that I was going to request this and they have no excuse.

RECEIVED
JUN 15 1949
OREGON
STATE HIGHWAY COMMISSION

#2
RHB

While the contractor has not been receiving huge estimates similar to last year, I think he is doing about as well as can be expected. As you know, the contract does not expire until August 31, 1950.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

kdl;g

RECEIVED
JUN 1
FOR FILING

F-172(4)

3057

C
O
P
Y

June 2, 1949

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

This acknowledges your letter of June 1, 1949, transmitting blanket assignments to the United Pacific Insurance Company, of all monies due, or to become due to Del R. Beebe Construction Company, in connection with its contracts, Nos. 3033, 3056, 3057 and 3058, with the State Highway Commission for State Highway construction.

We shall be pleased to honor these assignments. The warrants in payment of future estimates in connection with these jobs will all be mailed to the United Pacific Insurance Company, Board of Trade Building, Portland, Oregon, pursuant to your letter of May 13, 1949, and as confirmed by Mr. Stemmer's letter of May 27, 1949.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]:ls

cc - Del R. Beebe Const. Co.
1391 W. 2nd St.
Eugene, Oregon

cc - W. H. Hawke (2) - Att'n. Carl Smith
F. A. Query

Mr. Hawke: I attach an executed copy of each of the assignments mentioned in the above letter, the originals of which I have retained for the Highway Commission's records and files, Will you please see that all future warrants issued in connection with the four jobs concerned, are mailed to the United Pacific Insurance Company, Board of Trade Building, Portland, Oregon

Originals filed in Federal Aid UI-161 (13) Contract #3033

JOHN LICHTY
Attorney at Law
Failing Building
Portland 4, Oregon
Telephone Atwater 8478

C
O
P
Y

June 1, 1949

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re. Del H. Beebe Construction Company-
State Highway Commission contracts
3033, 3056, 3057 and 3058

Pursuant to your request I have had Mr. Beebe execute the State Highway Commission's standard form and enclose original and one copy of each.

Yours very truly,

Signed John Lichty

John Lichty

JL:m

Enc.

Originals filed in Federal Aid UI-161 (13) Contract #3033

United Pacific
Insurance Company
Home Office - Tacoma Washington

Portland Office - 627 Board of Trade Building
Portland 4, Oregon

COPY

May 27, 1949

Mr. H. B. Glaisyer,
Oregon Highway Commission,
Salem, Oregon

My dear Mr. Glaisyer: Del R. Beebe Construction Company.

Referring to our conversation relative to estimate checks for Del R. Beebe Construction Company, I consulted with Mr. Lichty, our attorney. As you know these estimate checks have been assigned to the United Pacific Insurance Company, to be expended under joint control, myself being the joint signer of all expenditures.

Mr Beebe does his banking at the United States National Bank, Eugene Branch, Eugene. Mr. Lichty advised me that it would be best for all concerned to endorse and deposit these checks at the United States National Bank, Portland with instructions to transfer the funds to the Eugene Branch. You may therefore bollow Mr. Lichty's previous instructions contained in a letter to you.

Yours very truly,

Signed, J. H. Stemmer,

J. H. Stemmer,
Fidelity and Surety Department

B.

Originals filed in Federal Aid UI-161 (13) Contract #3033

C O P Y

May 20, 1949

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

Upon my return from this week's meeting of the State Highway Commission, I find on my desk your letter of May 13, transmitting assignments of moneys due or to become due the Del R. Beebe Construction Company, in connection with its four contracts with the State Highway Commission, Nos. 3033, 3056, 3057 and 3058.

I I am sorry, but we can not accept the assignment as prepared but we will be pleased to honor assignments prepared on the State Highway Commission's standard form. I have had prepared five copies of our standard form of assignment, for each of the above mentioned projects, and I enclose them. Please have these properly executed by the Del R. Beebe Construction Company, and return the original and one copy of each to me for further handling. Please also furnish a letter from the United Pacific Insurance Company consenting to the assignments as prepared, without prejudice to the bond. This probably is unnecessary, because the assignment is being made in favor of the Insurance Company, nevertheless we would like to have it in our files.

It is my understanding that certain estimates are now in the process of payment, so if you could expedite these matters, it would be helpful and will avoid delay in issuing warrants.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NBG:ts
Enc.

cc - M. H. Hawke
F. A. Query

Originals filed in Federal Aid UI-161 (13) Contract # 3033

John Lichty
Attorney At Law
Failing Building
Portland 4, Oregon
Telephone ATwater 8478

C
O
P
Y

May 13, 1949

State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re: Del R. Beebe Construction Co.

It has become necessary for the surety company to enter into the picture in connection with the four contracts now being performed by Del R. Beebe for the State Highway Commission, being Contracts Numbered, 3033, 3056, 3057 and 3058.

We are arranging for the financing of this contractor and have taken from him assignments of all funds due or to become due under these contracts. I enclose herewith original of these assignment. Will you please acknowledge receipt of the same and see that all future payments are made to the surety company, United Pacific Insurance Co. Board of Trade Building, Portland, Oregon.

If for any reason these assignments are not sufficient, please adivse me and I will procure forms that meet with the approval of the Commission.

Yours very truly,

Signed John Lichty

John Lichty

JL:m

Enc.

Originals filed in Federal Aid UI-161 (13) Contract # 3033

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS: That the undersigned, DEL R. BEEBE, doing business as DEL R. BEEBE CONSTRUCTION CO., does hereby assign and set over unto UNITED PACIFIC INSURANCE CO. any and all sums due or to become due under contract No. 3057 with the State of Oregon for the construction of Delmar Coaledo section of the Oregon Coast Highway in Coos County, Oregon, and does hereby authorize the said UNITED PACIFIC INSURANCE CO, or its authorized representative, to receipt for any and all sums so due or to become due in the name, place and stead of the said DEL R. BEEBE, to endorse any and all checks or warrants made payable to him in connection with the said contract.

DATED this 11th day of May, 1949.

Del R Beebe
D.B.A. Del R. Beebe ConstructionCo.

RECEIVED
FOR FILING

GENDA
MAY 16 1949

1-12

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
SALEM

F-172(1)

8057

May 13, 1949

Our File R 14098
School District No. 51
Delmar-Coaledo Section
Oregon Coast Highway.

Mr. H. B. Glaisyer
Secretary

OFFICE

Dear Mr. Glaisyer:

Will you please put on the agenda for the Commission's attention at the meeting May 16 and 17 the matter of the re-opening of the settlement on the above file.

The attached letter will fully explain the matter, and, either Mr. Devers or I will present the matter to the Commission.

Very truly yours,

J. M. ~~DEVERS~~

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:ma

S. A.

FORM E-30 15M 10-48 26667

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 9, 1949

SUBJECT: Copy

To: Mr. J. M. Devers
Chief Counsel

OFFICE

Re: Our File 14098

Dear Mr. Devers:

In connection with the construction of the Delmar-Colaedo Section of the Oregon Coast Highway in Coos County we acquired a parcel of right of way from School District No. 51. We paid the School District an amount of $300.00 which breaks down as follows:

Land, 0.39 acres at $200.00 per acre		$ 78.00
Allowance for moving and rebuilding 100 wooden steps for entrance at $1.00 per step	$100.00	
Allowance for moving and rebuilding 150 ft. of picket fence	122.00	222.00
		$300.00

These people now complain that they were not fairly treated and from a review of the case I believe they are correct. When we negotiated with them for the property they were told that the slope line would lie approximately 10 feet from the building. In practice this has proved to be an error and I find that the slope line is only three feet from the building. This has necessitated a considerable change in the arrangement of their facilities with the added expense. Further, the contractor was very careless in his operation and wrecked and destroyed some playground facilities, namely, a swing and four teeter-totters, all of which will have to be replaced. Also, in our original settlement we paid them the sum of $100.00 for moving and rebuilding 100 wooden steps for entrance to the property. This payment was predicted upon the presumption that it would be possible to move these steps and replace them after the contractor completed his work. Such, however, was not the case for it was found that the steps could not be moved but had to be replaced with new steps, therefore, it is my recommendation to you that we re-open this case and make further settlement with them as follows:

100 wooden steps for entrance to school property	$100.00
Allowance for removing and rebuilding front porch of school	140.00
Replacement of double swing and four teeter-totters	60.00
Total	$ 300.00

This, you will note, totals $300.00 and it is my belief that it should be paid. If you wish me to do anything further in this matter, kindly advise.

Very truly yours,

FORREST COOPER

FC:ma

RECEIVED
AUG 28 1950
FOR FILING

9

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

OREGON DISTRICT
F-172(4)
3057

April 20, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

1137

Dear Sir:

Reference is made to Mr. Williams' April 18th letter requesting concurrence in a revision of alignment Station 465 to 477 on Oregon F-172(4), the Delmar - Coaledo Section of the Coast Highway.

From Mr. Williams' letter and the sketch map accompanying it there seems no alternative except to introduce reverse curvature into the hill. However, this should be thoroughly studied to assure the best alignment and grade possible. From the letter and the cost indicated there is some doubt as to whether the contractor will do this extra excavation at his bid price or will insist on additional payment. This should be cleared up.

From such information as we now have we see no reason why we should not recommend this work for approval. However, revised plan sheets and price agreement will be necessary before we can act on your request.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
APR 23 1949
STATE HIGHWAY COMMISSION

ASSI NT No. 1137

DESCRIPTION: T. M. Davis' letter of 4-20-49 re revision of new alignment Sta. 465 to 477 on Oregon F-172(4), Delmar-Coaledo Section of Coast Hwy.

DATE: 4-22-49 ASSIGNED TO: SMITH

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☒ Return with drafted reply accompanied by data requested
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date________________
☐ ____

REPORT RECEIVED: 8-25-5 me

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
APR 18
FOR FILING

F112(4)

30 5

April 18, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

On the Dalmar-Coaledo Section of US101, we have found it necessary to make a revision in the alignment between approximate Stations 465 and 477. The line, as originally located, required a large fill for the northbound lane. This fill, at the toe, was near the railroad and approximately 50 feet in height.

When we started to make the fill, it readily became apparent that the swampy condition of the soil would not support the embankment and that the railroad would be pushed out of line if the fill were made. We therefore made the revision as indicated on the attached map, this revision resulting in the approximate increase of 125,000 cubic yards which, together with haul, will increase the cost of the project approximately $62,000.

We realize that the alignment is inferior to that originally planned, but, owing to the terrain, we have no alternative except to revise the alignment by moving into the hill.

We respectfully request your early concurrence on the basis that there is no other economical alternate.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:hi
Encl.

RECEIVED
AUG 11 1949
FOR FILING
F-172(4)
3057

3f

File

Salem, Oregon
April 13, 1949

Mr. H. G. Smith

The State Highway Commission has approved an additional project authorization in the amount of $62,000 by reason of alignment revision on the Delmar-Coaledo Section of the Coast Highway in Coos County.

You may submit the necessary request for increased project authorization.

W. C. Williams

WCW:mc

RECEIVED
APR 1 1949
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O.Box 3900
PORTLAND 8, OREGON

F-172(4)

April 1, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-172(4)
Delmar-Coaledo Section
Oregon Coast Highway

Dear Sir:

Enclosed herewith for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
[illegible] 1949
OREGON
STATE HIGHWAY COMMISSION

Jor

April 1, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-172(4)
Delmar-Coaledo Section
Oregon Coast Highway

Dear Sir:

Enclosed herewith for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By:

L. J. Caufield
Principal Highway Engineer

Encl.

Form PR 2 (Revised 1946)

7647

State Oregon

Federal Aid Project No. F-172(4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10 day of February, 1949, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of May, 1947, a project statement, which was approved on the 2nd day of July, 1947, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of May, 1948; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred thirty-six thousand and 00/100 dollars ($336,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 429+40 in the NE 1/4, Section 3, T. 27 S., R. 13 W., W.M., and survey station 569+50 in the NW 1/4, Section 15, T. 27 S., R. 13 W., W.M., except stations 520+46.12 to 522+44.12.

, length 2.644 miles, in Coos County, being Oregon Federal Aid project No. F-172(4), consisting of 2.633 miles of roadway and one bridge[illegible] of more than 20 feet clear span, 0.011 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred thirty-six thousand and 00/100 dollars ($336,000.00), which does not exceed the authorized Federal pro rata share of five hundred ninety-nine thousand, four hundred eighty-one and 45/100 dollars ($599,481.45), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Ben R. Chandler

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECOMMENDED FOR [illegible]

acting STATE HIGHWAY ENGINEER

Attest

SECRETARY

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

RECEIVED FEB 11

RECEIVED
MAR 30 1949
FOR FILING

F-17.3(41)

3057

March 28, 1949

also map and letter to Comm concerning R/W Ore Coast Hwy

Oregon State Highway Commission

Gentlemen:

On the Delmar-Coalado Section of US101, Oregon Coast Highway, which is now under construction, we had planned a rather large fill paralleling the railroad track, through swampy area. When we started to make this fill, it became apparent that the subgrade would not support the fill without displacement of the railroad embankment. It, therefore, becomes necessary to move the location of the highway further into the hill, so that the large fill on the swampy ground will be eliminated. This is in rough country, and the moving of the line into the hill involves heavy excavation, the total amount of additional excavation being approximately 125,000 cubic yards. The cost of the excavation, plus overhaul, is estimated at $62,000, and in order to secure a stable roadbed without displacement of the railroad, this additional expenditure is necessary.

This matter will be on the agenda of the next meeting for your consideration, and it is requested that you authorize the increase of the project authorization by $62,000.

This change will require concurrence of the Public Roads Administration, and the matter is being referred to them at this time, so that they will be in a position to give their concurrence by the time you act on the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
H. G. Smith
M. H. Hawke

FORM [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23rd, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

It has been necessary to revise the line on the Delmar-Coaledo Section by moving it into the hill to avoid resting the sidehill fill on the swamp adjacent to the railroad. Studies had indicated that the swamp would not be displaced sufficiently to disturb the railroad, but as soon as we started to make the fill it became apparent that our supposition was incorrect, and that we would have serious difficulty with the railroad if we continued our fill.

We have had two other major slides at Station 440 and 551. Therefore, I am requesting that you ask the Commission for an increase in authorization of $62,000.00, made up as follows:

Clearing		$3,800
Slide Removal:		
Station 440	4,000 Cu. Yd.	
Station 458 to Station 484 (Revision)	106,000 " "	
Station 551	15,000 " "	
	125,000 Cu. Yd. at $0.38	47,500
Short Overhaul	500,000 Yd. Sta. at $0.015	7,500
Long Overhaul	8,000 C-Yd. Sta. at$0.40	3,200
Total		$62,000

I am attaching sketch showing in red the change in alignment. It involves the introduction of a reverse curve, but no other way can be found without increasing the yardage to unreasonable amounts.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
MAR 9 1949
FOR FILING

NOTED
W. C. WILLIAM

FORM E-30 15M 10-46 26607

F-172(4)

3057

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1949

SUBJECT: Our File R 14097A

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Mr. Williams:

Reference is made to the residence building on the Arnold H. Miller property located on the Oregon Coast Highway south of Coos Bay, for which bids were received on March 7, 1949.

Mr. Miller was paid for the property during the first few days of February and while there is no definite information in the file I assume that the premises have been vacated by Mr. Miller and are now vacant.

In view of the unsatisfactory bids received it is recommended that all bids be rejected and the buildings be boarded up so as to prevent vandalism and we wait until the construction has been completed to see whether or not any further slide conditions will develop. It might be that the situation will be such that the Commission can make an advantageous sale at that later date.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:MA

RECEIVED
AUG 16 [illegible]
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 6, 1948

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Additional Contract Provisions and Additional Special Provisions, dated July 15, for Oregon Project No. F-172(4), Delmar-Coaledo in Coos County, are approved as satisfactory.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

Copy to
Resident

RECEIVED
JAN 5 - 1949
FOR FILING

E [illegible]

2007

Salem, Oregon
January 4, 1948

R 14099

947W
Chard

Mr. J. W. DeSouza

Please refer to your letter of December 20, regarding a letter from Claud H. Giles on behalf of his clients, Mr. and Mrs. William R. Chard.

We are unable to advise as to what may have happened to the drain tunnel during the contractor's operation, as his operations required the excavating of considerable material in the slide area.

Our investigations, however, do indicate that the Chard residence has recently been built on an old slide which has been active for many years, and which has again started movement. We do not believe that anything could be done to stabilize the slide sufficiently to eliminate hazard, and believe the only solution is to acquire the Chard residence.

I suggest that you have one of your agents contact the Chards and see if it is not believed that this would be the best solution.

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

FORM E-80 1SM 9-48 88688

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24th, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to Assignment #947, slide in the vicinity of the Chard property on the Delmar-Coaledo Section.

The Chard residence has recently been built on an old slide which has been active for many years and which has again started movement. I do not feel that anything can be done to stabalize the slide and, therefore, I recommend that the property be purchased.

There are numerous slides developing on this work which may or may not have been aggravated by the contractor's hurry to accomplish something during the fall months. Inasmuch as the slide has bothered for many years, I will have to get a further report as to how the contractor blocked the tunnel entrance and whether his operations clearly contributed to the slide. In the meantime, I think we had just as well start negotiations for the acquisition of the property.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

C O P Y

Law Office
of

CLAUD H. GILES
Hall Building
Coos Bay, Oregon

December 15, 1948

State Highway Commission,
Salem, Oregon

Re: William R. Chard and
Marjorie M. Chard.

Attn. Mr. J.W. DeSouza:

Dear Mr. DeSouza:

Mr_ and Mrs_ Chard have consulted me and requested that I take up with you the question of damage to their residence on Highway 101. The Highway Commission purchased lands in front of the property upon which the residence is located.
This property is near the schoolhouse on the road between Coos Bay and Coquille. A very nominal charge was made for the property granted the Highway Commission as part of the consideration was the building of a road into the property of the grantors by the Highway Commission.

The grounds upon which the house is built is located upon an old slide. There was a tunnel constructed under the property for drainage purposes and to prevent the ground from sliding. In the construction of the highway, the outlet of this tunnel has been obstructed so that the same did not act as it had in the past, which was to draw off the water from under the residence and the ground surrounding the same. The entrance road is constructed mainly on the right of way purchased by the State. In front of the house there has been a slide and the soil had dropped some four feet. As to whether or not this slide or drop is entirely within the right of way or not cannot be ascertained by the writer at this time. Back of the house and up the hill from the house cracks in the ground have developed; also near the side of the house and in fact on all sides of the house cracks are appearing, which indicates the entire property is in the process of shifting. On the highway in front of the house a culvert was installed by the contractor but it was not so installed as to draw away the water in front of the property which my clients feel is part of the damage cause.

My clients feel that the construction of the road, the plugging of the tunnel, the failure to put in the proper culvert and the failure to in any manner support the adjacent soil, is the cause of this sliding.

This was one of the best properties on the highway insofar as location and view is concerned.

The house is now settling, cracks have developed, the windows are all jammed so that they cannot be opened, the front door sticks and the floors are unlevel, all as a result of the sliding.

Mrs_ Chard has recently returned from the hospital where a baby was born to her, she is quite nervous and these conditions are very upsetting to her.

At this time we would ask that your engineers be directed to investigate this property so that they may present to us any feasible plan they may have for protecting the same.

Personally, from what I have been told, I doubt whether the property can be protected. However, that is an engineering problem. My clients would very much prefer that the property be protected than to be forced to remove from the property.

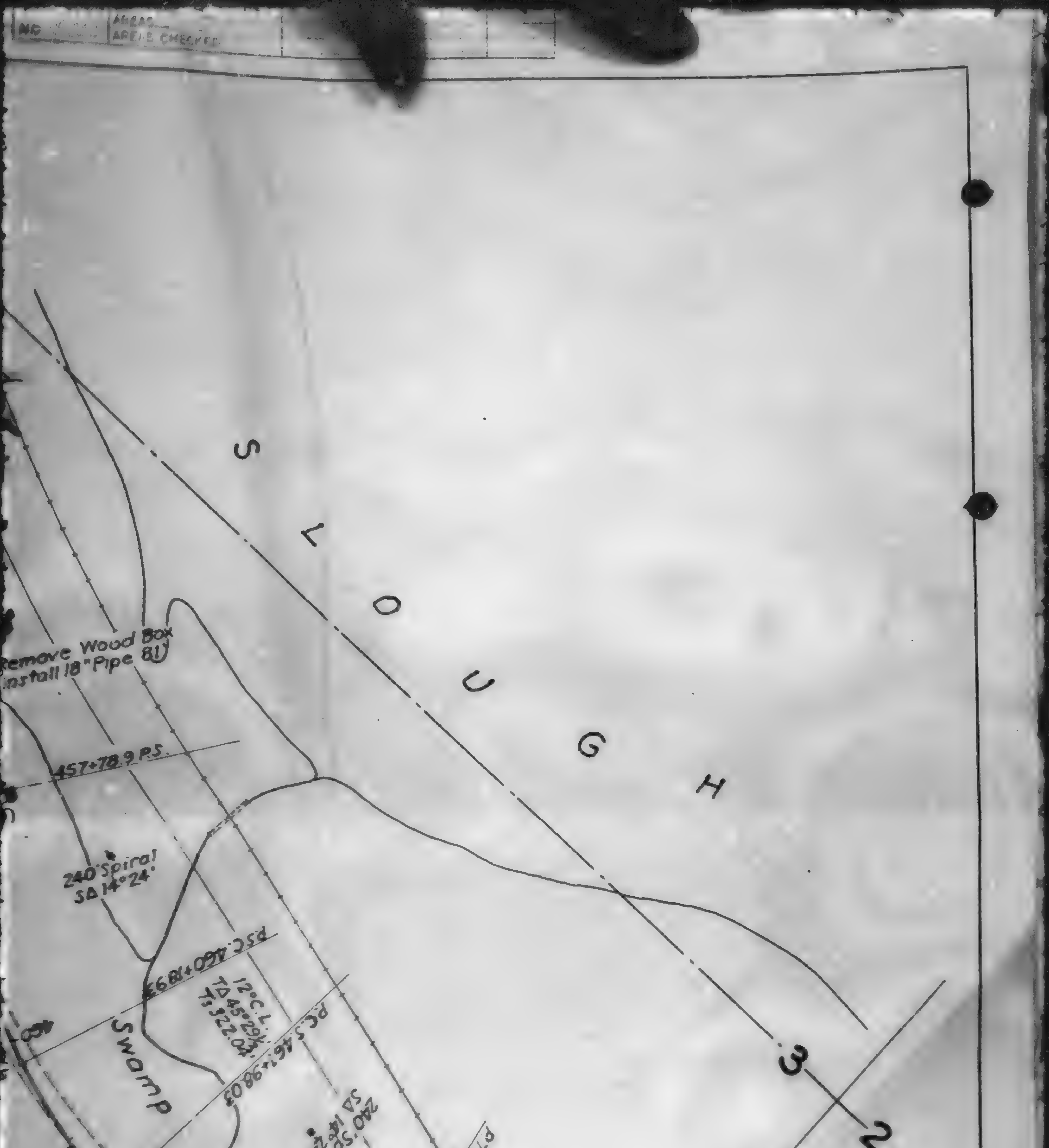
I would appreciate it if you would give this matter your earliest attention, and that you direct any correspondence to me.

Yours very truly,

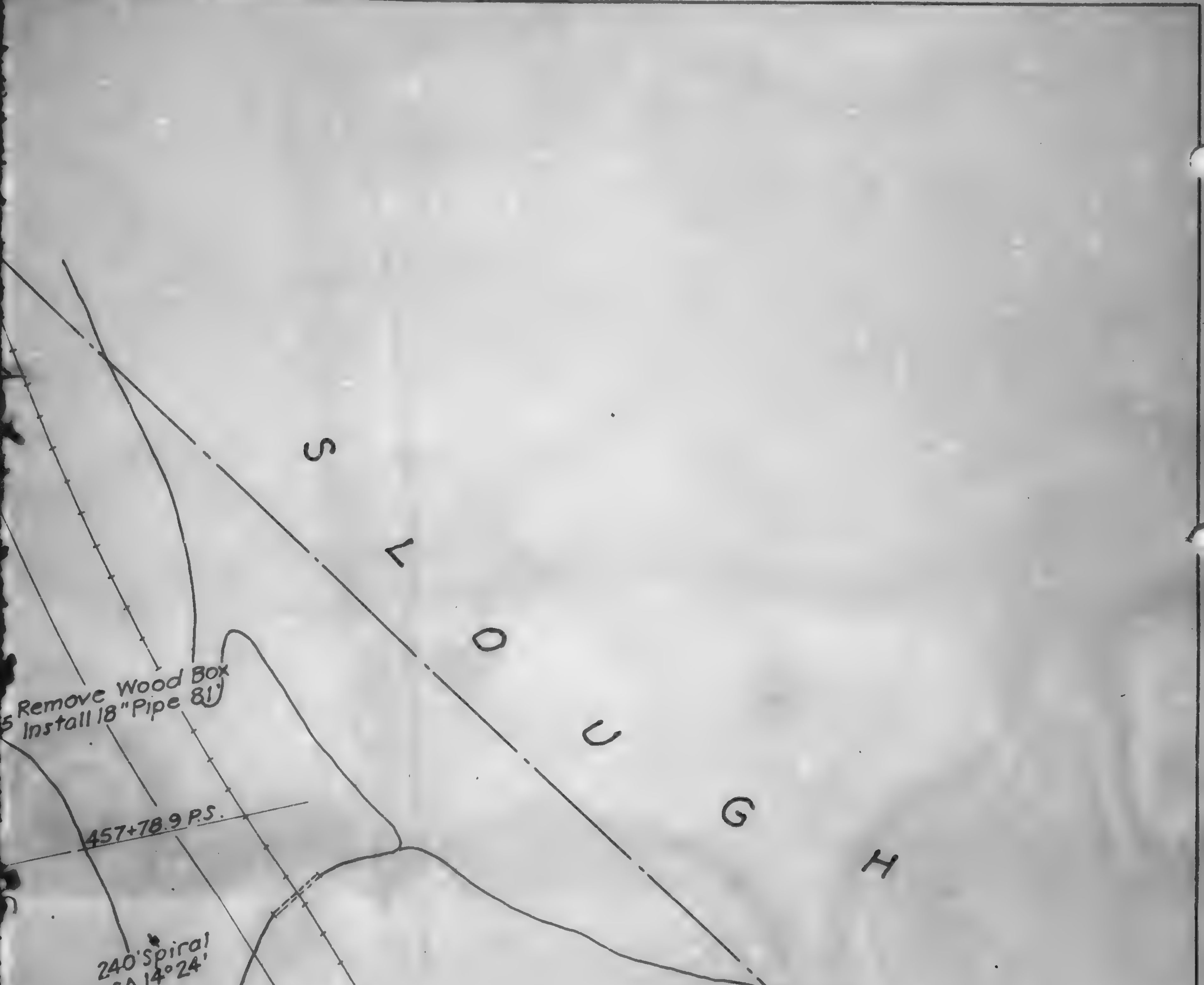
(sgd) Claud H. Giles

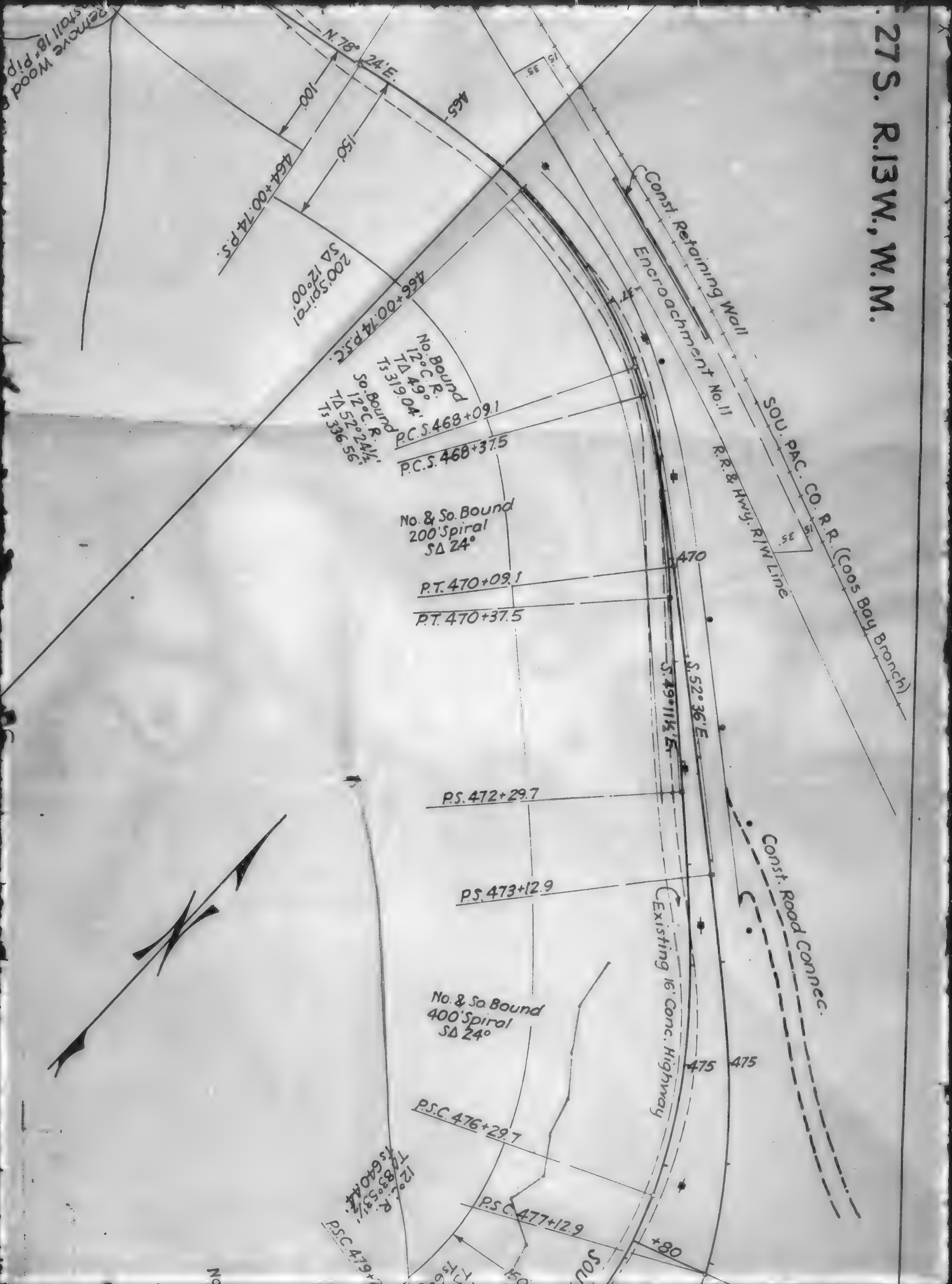
Claud H. Giles.

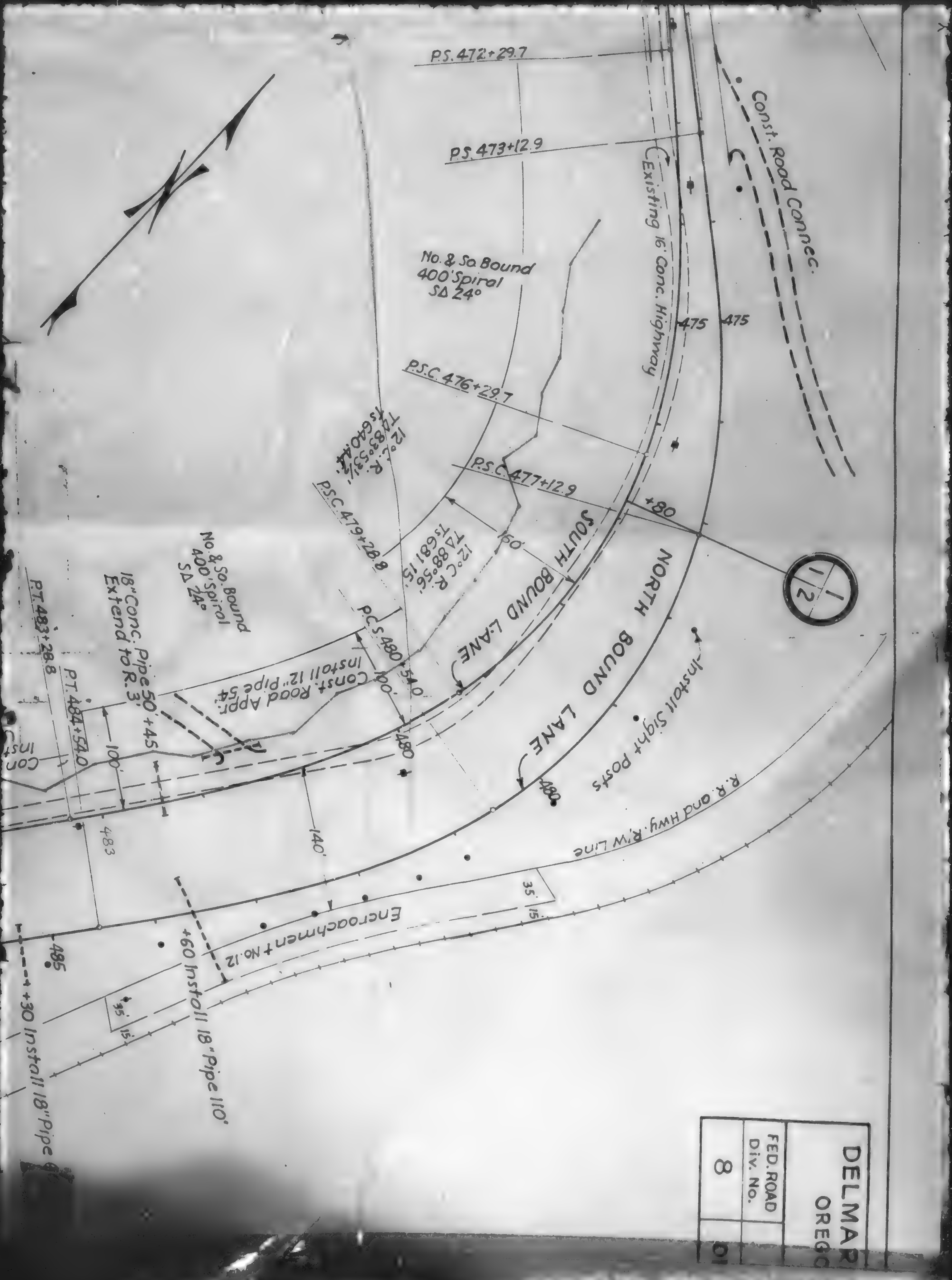
CHG-p

NO
AREAS
AREAS CHECKED
SLOUGH
Remove Wood Box
Install 18" Pipe 81'
457+78.9 P.S.
240' Spiral
SΔ 14°24'
P.S.C. 460+18.93
12° C.L.
TΔ 45°29½'
Ts 322.04'
Swamp
P.C.S. 461+98.03
240' Spiral
SΔ 14°24'
PT 463+98.03
N 78° 24' E
460
100
85+ Remo... Insta...
3
2
T. 27 S.

NO.	AREAS AREAS CHECKED	

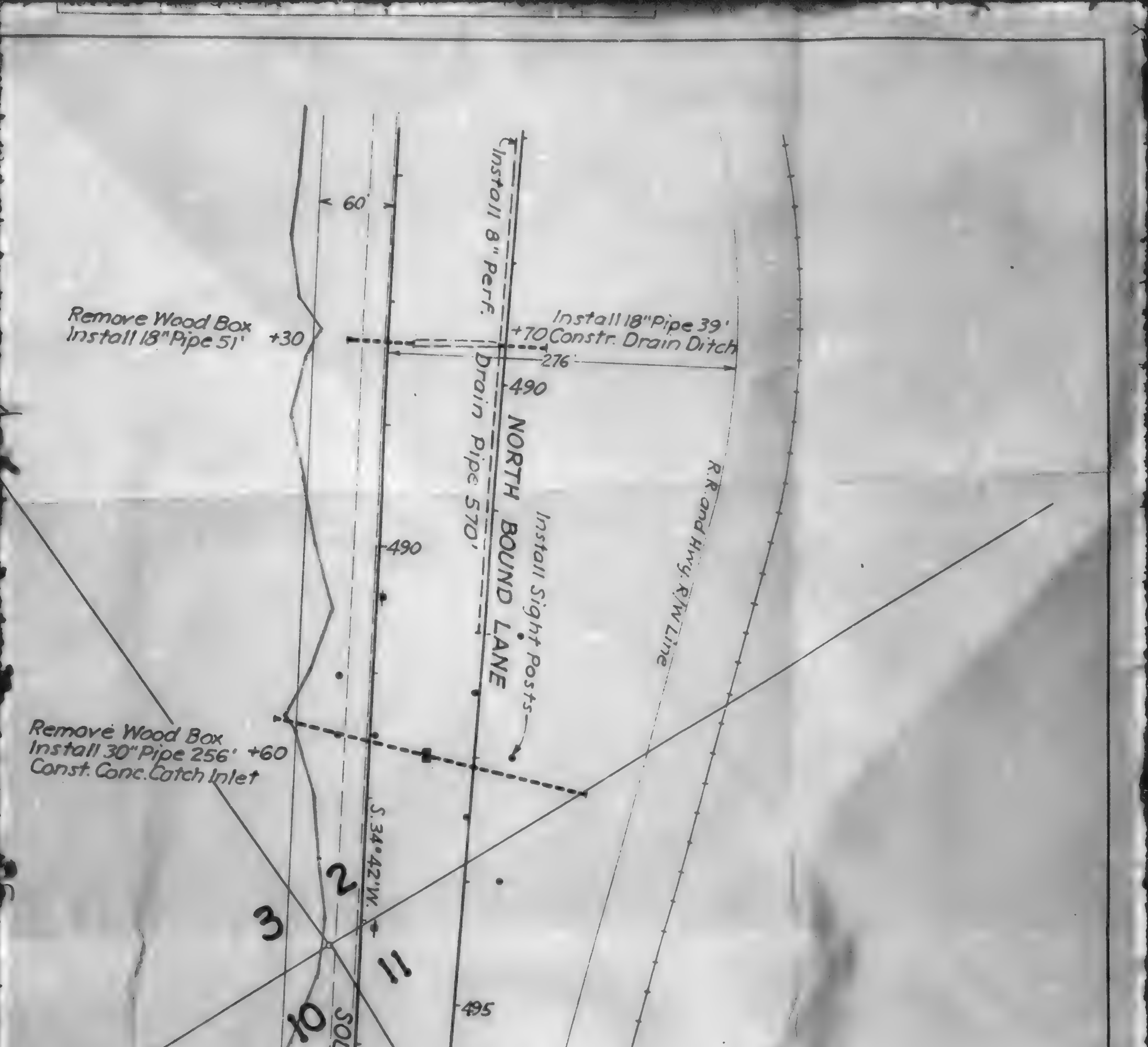


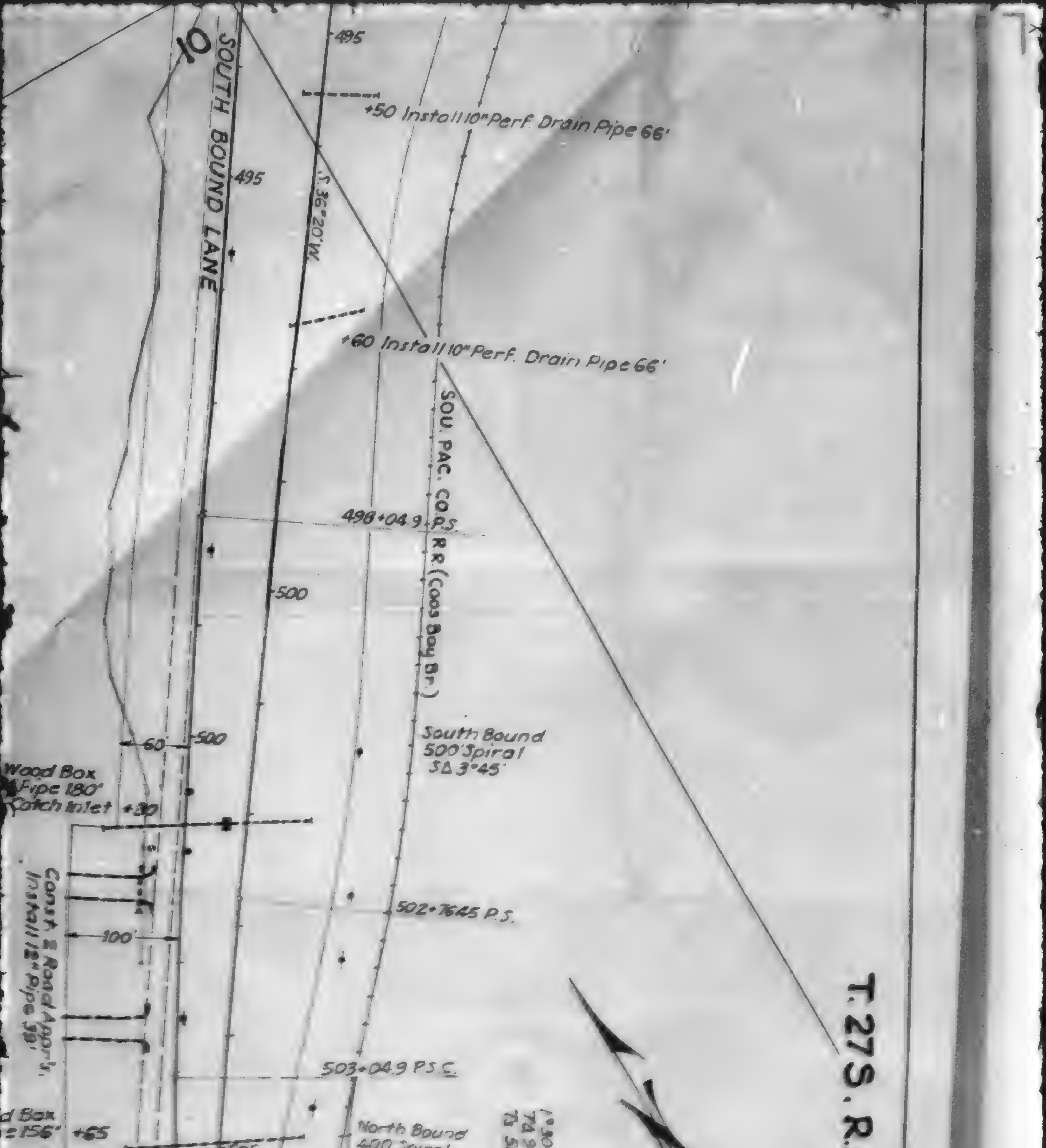

T.27S. R.13W., W.M.
Remove Wood Pipe
Install 18" Pipe
N.78° 24'E.
100'
150'
465
464+00.74 P.S.
200' Spiral SΔ 12°00'
466+00.74 P.S.C.
No. Bound 12°C.R. TΔ 49° Ts 319.04'
So. Bound 12°C.R. TΔ 52°24½' Ts 336.56'
P.C.S. 468+09.1
P.C.S. 468+37.5
No. & So. Bound 200' Spiral SΔ 24°
P.T. 470+09.1
P.T. 470+37.5
470
Const. Retaining Wall
Encroachment No. 11
R.R. & Hwy. R/W Line
SOU. PAC. CO. R.R. (Coos Bay Branch)
15
35
S.49°11½'E.
S.52°36'E.
P.S. 472+29.7
P.S. 473+12.9
Const. Road Connec.
Existing 16' Conc. Highway
No. & So. Bound 400' Spiral SΔ 24°
475
475
P.S.C. 476+29.7
P.S.C. 477+12.9
+80
12° R. TΔ 83°53½' Ts 640.44'
P.S.C. 479+
150
SOU
N

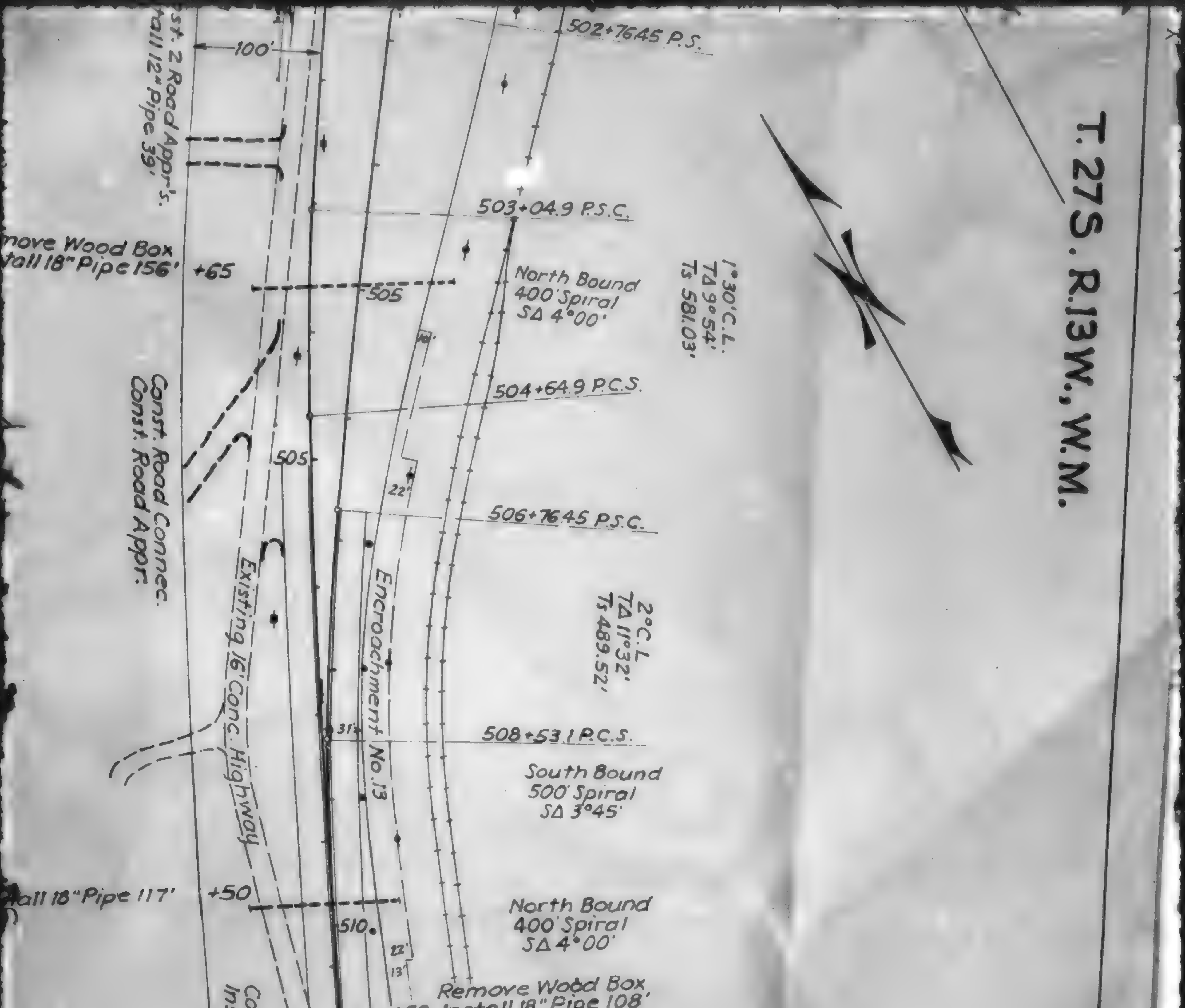


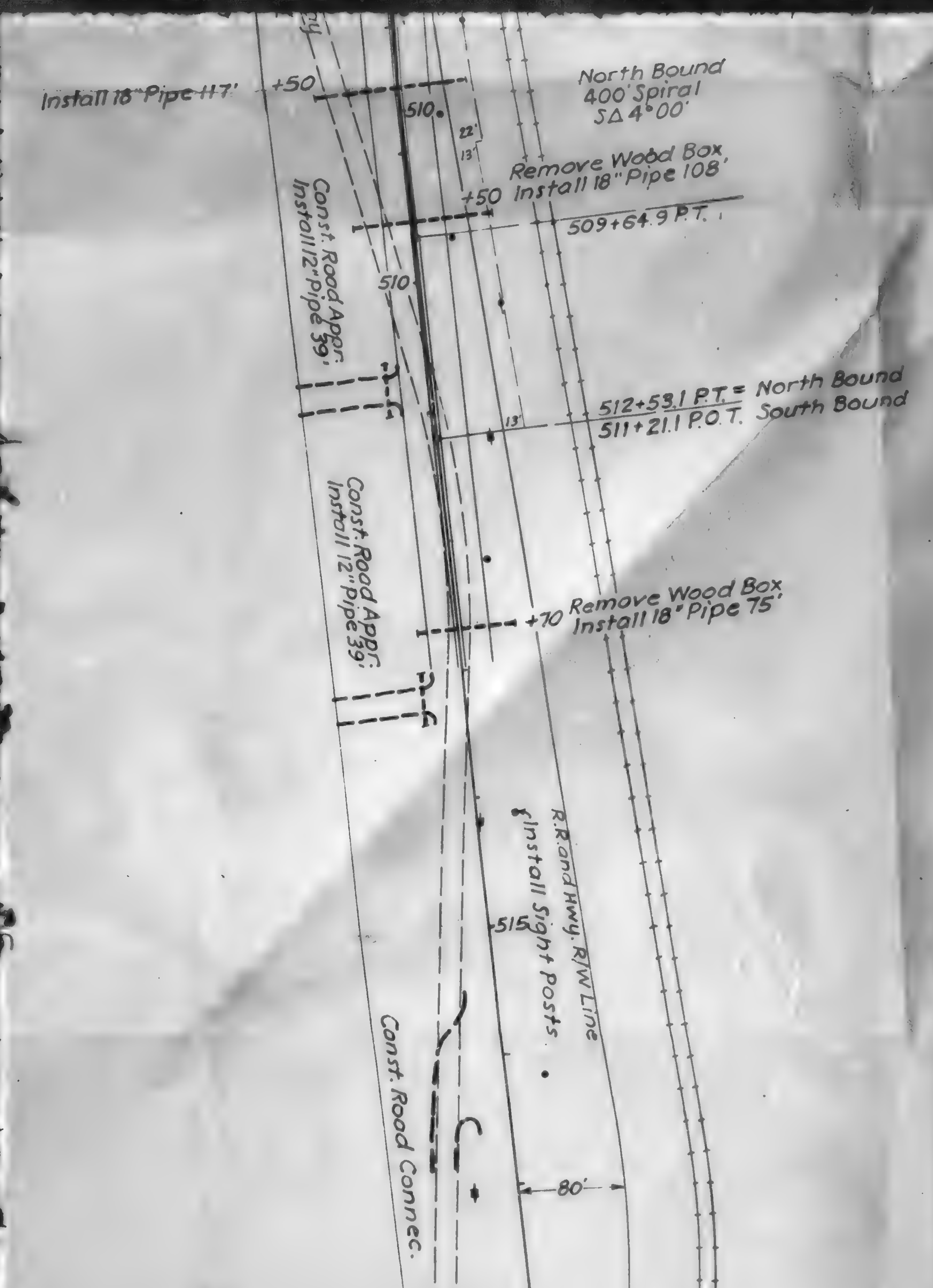
DELMAR
OREGO

FED. ROAD Div. No.	
8	OI


60'
Remove Wood Box
Install 18" Pipe 51' +30
Install 8" Perf. Drain Pipe 570'
+70 Install 18" Pipe 39'
Constr. Drain Ditch
276'
490
NORTH BOUND LANE
490
Install Sight Posts
R.R. and Hwy. R/W Line
Remove Wood Box
Install 30" Pipe 256' +60
Const. Conc. Catch Inlet
S.34°42'W.
2
3
11
10
495
SOUTH BOUND LANE
+50 Install 10" Perf. Drain Pipe 66'
495
S.36°20'W.
+60 Install 10" Perf. Drain Pipe 66'
SOU. PAC. CO.
498+04.9 P.S.

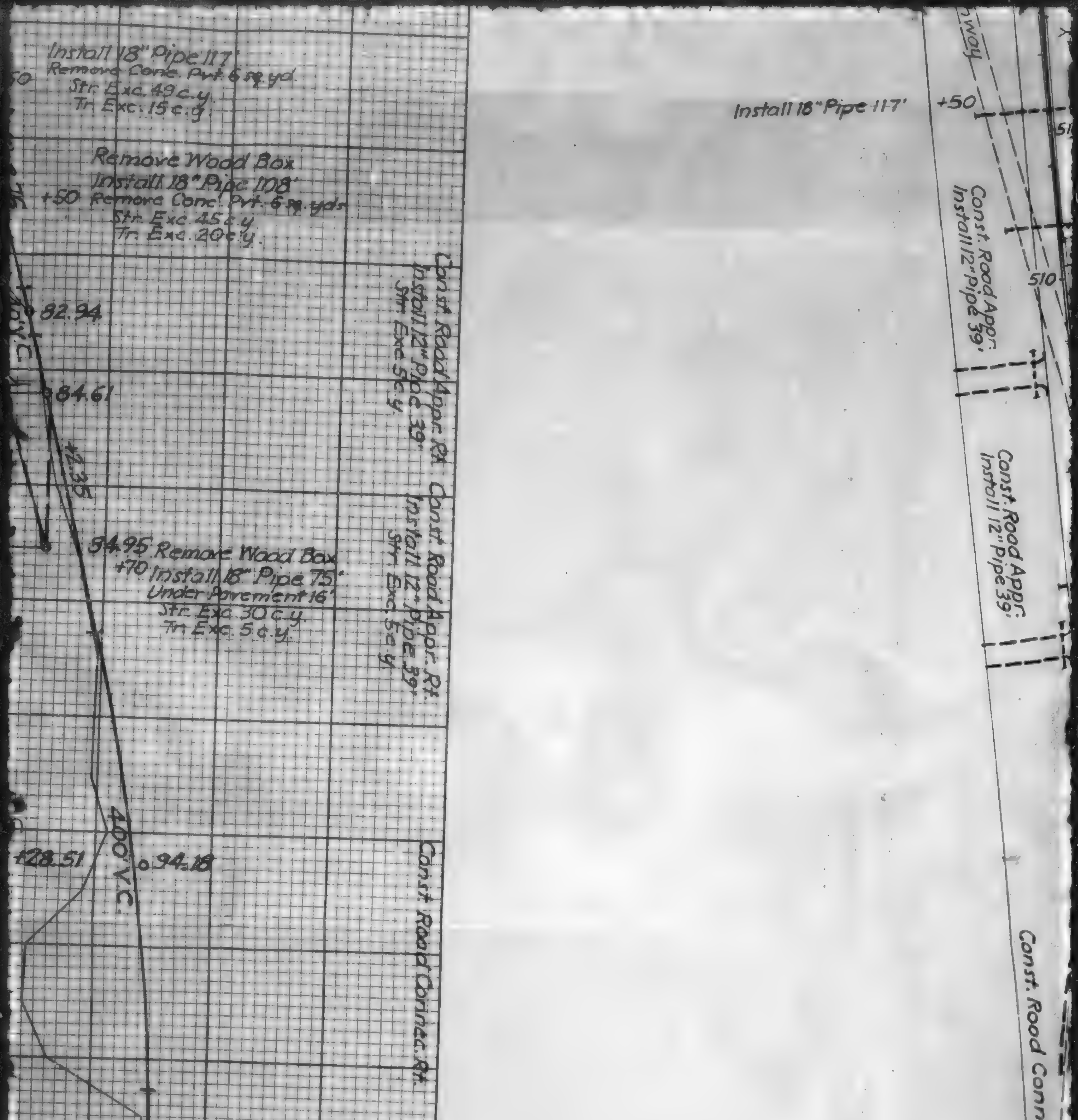

10
SOUTH BOUND LANE
495
495
S.36°20'W.
+50 Install 10" Perf. Drain Pipe 66'
+60 Install 10" Perf. Drain Pipe 66'
SOU. PAC. CO. R.R. (Coos Bay Br.)
498+04.9 P.S.
500
500
60'
South Bound
500' Spiral
SΔ 3°45'
Wood Box
Pipe 180'
Catch Inlet +20
Const. 2 Road Appr's.
Install 12" Pipe 38'
100'
502+76.45 P.S.
503+04.9 P.S.C.
d Box
156' +65
505
North Bound
400 Spiral
SΔ 4°00'
1°30' C.C.
T4 9°54'
T3 581.03'
504+64.9 P.C.S.
505
22'
506+76.45 P.S.C.
Const. Road Conne
Const. Road Appr
T. 27 S. R. 13 W., W. M.

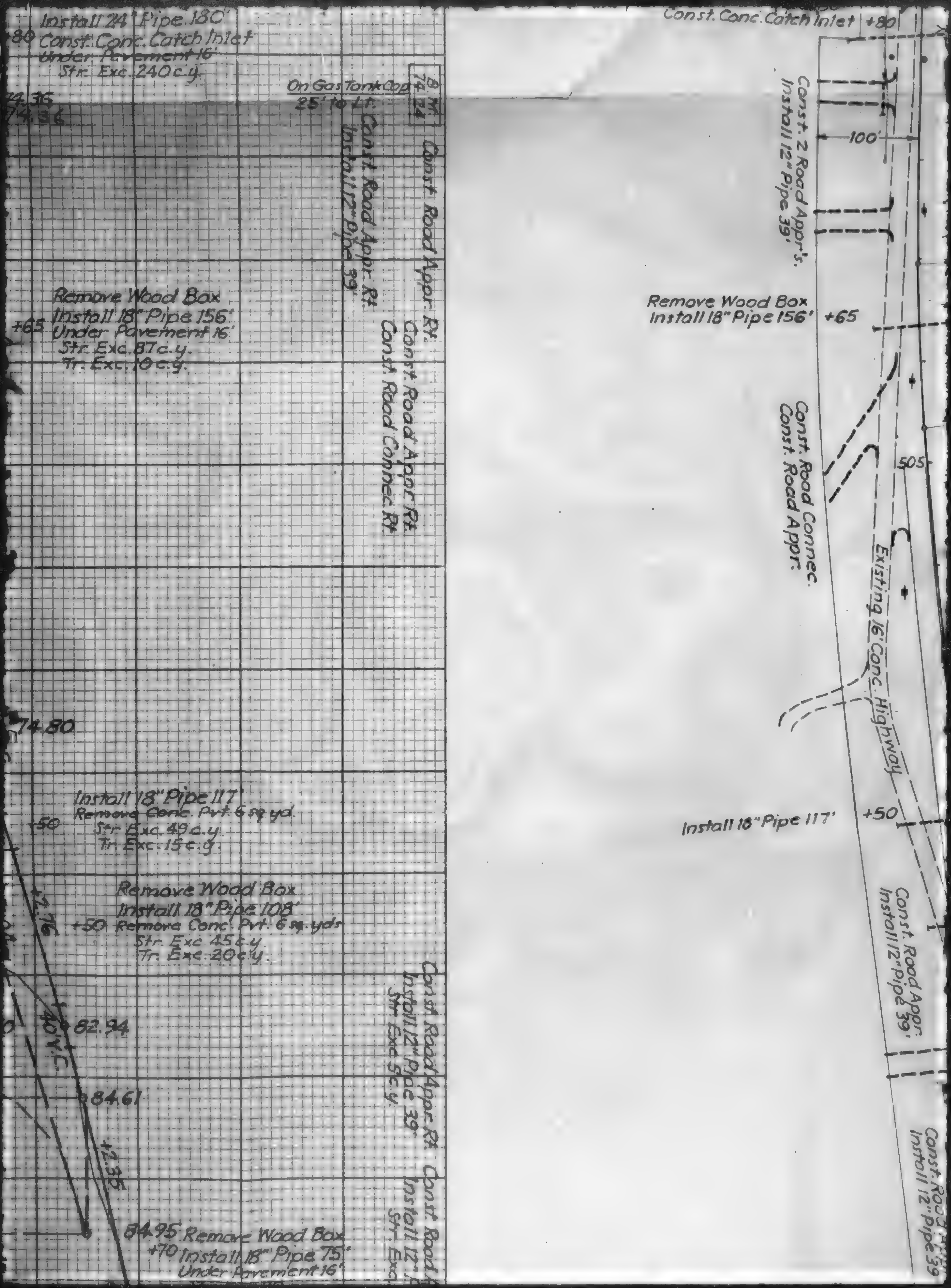

502+76.45 P.S.
100'
st. 2 Road Appr's.
tall 12" Pipe 39'
503+04.9 P.S.C.
move Wood Box
tall 18" Pipe 156'
+65
505
North Bound
400' Spiral
SΔ 4°00'
1°30' C.L.
TΔ 9°54'
Ts 581.03'
T.27S. R.13W., W.M.
10'
504+64.9 P.C.S.
Const. Road Connec.
Const. Road Appr.
505
22'
506+76.45 P.S.C.
Existing 16' Conc. Highway
Encroachment No. 13
2° C.L.
TΔ 11°32'
Ts 489.52'
31'
508+53.1 P.C.S.
South Bound
500' Spiral
SΔ 3°45'
tall 18" Pipe 117'
+50
510
North Bound
400' Spiral
SΔ 4°00'
22'
13'
Remove Wood Box
Install 18" Pipe 108'
+50
509+64.9 P.T.
510
Const. Road Appr.
Install 12" Pipe 39'
512+53.1 P.T. = North Bound
511+21.1 P.O.T. South Bound
13'
Const. Road Appr.
Install 12" Pipe 39'
+70
Remove Wood Box
Install 18" Pipe 75'

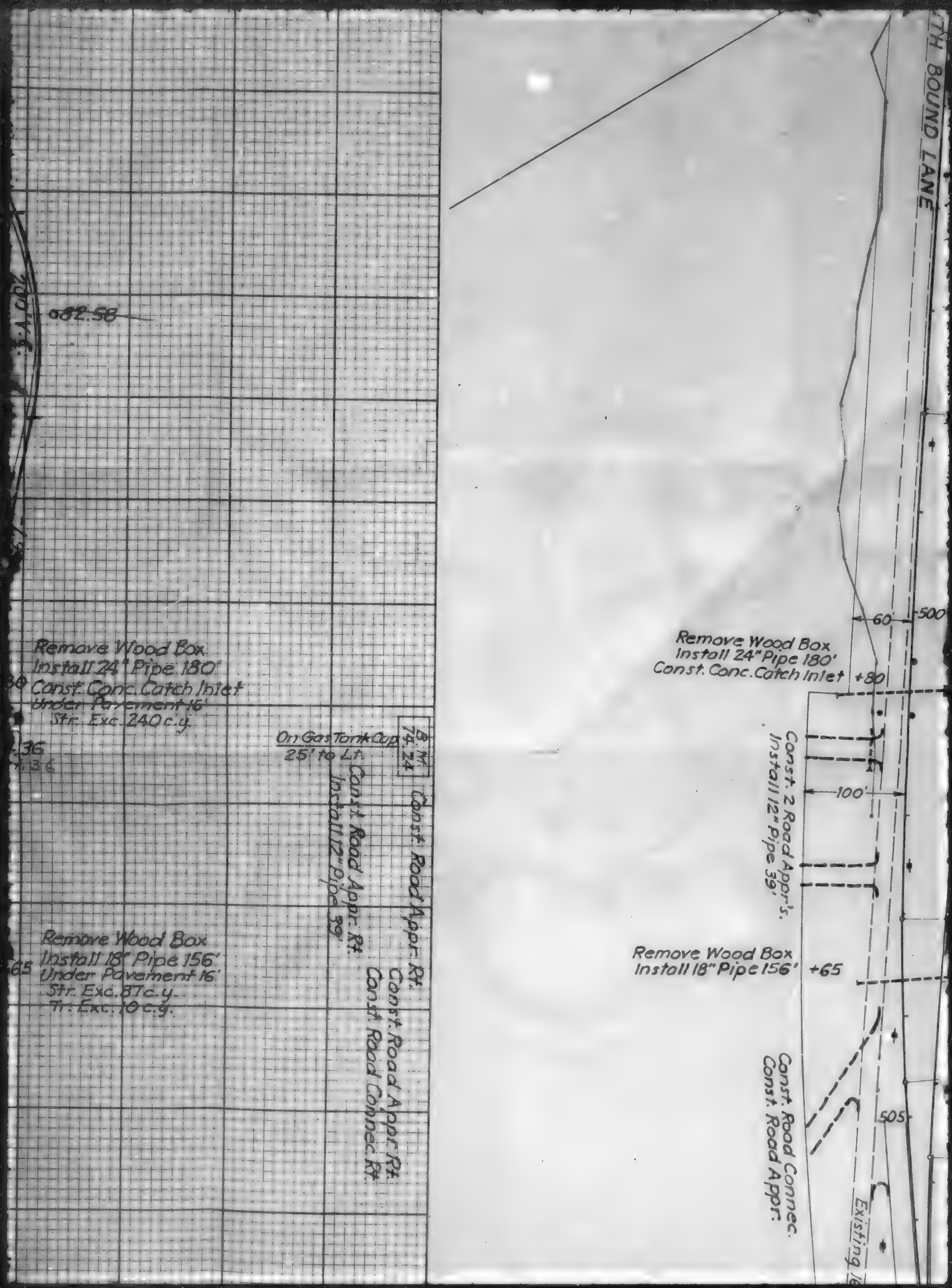


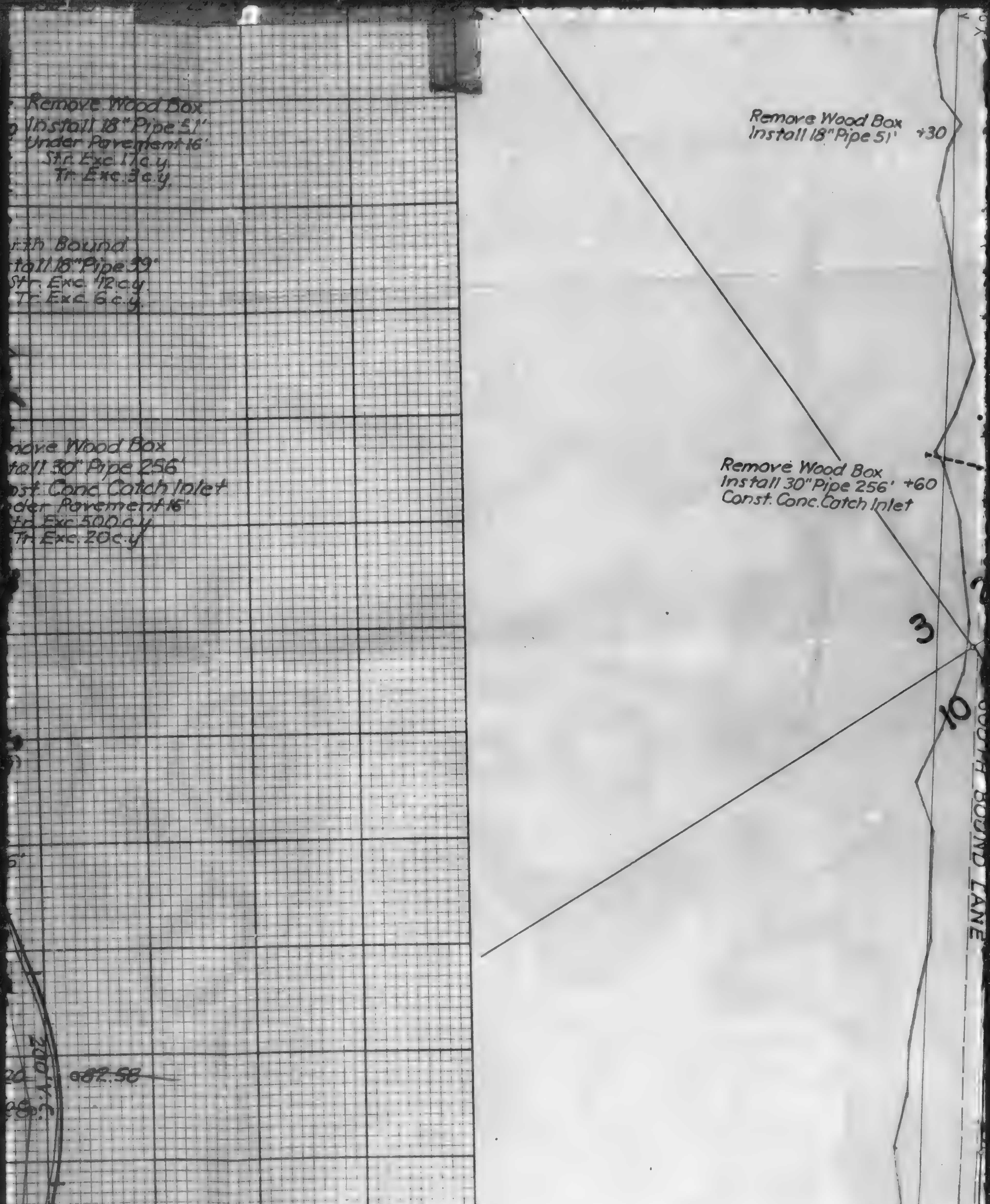
DELMAR-COALEDO SECTION
OREGON COAST HIGHWAY
COOS COUNTY

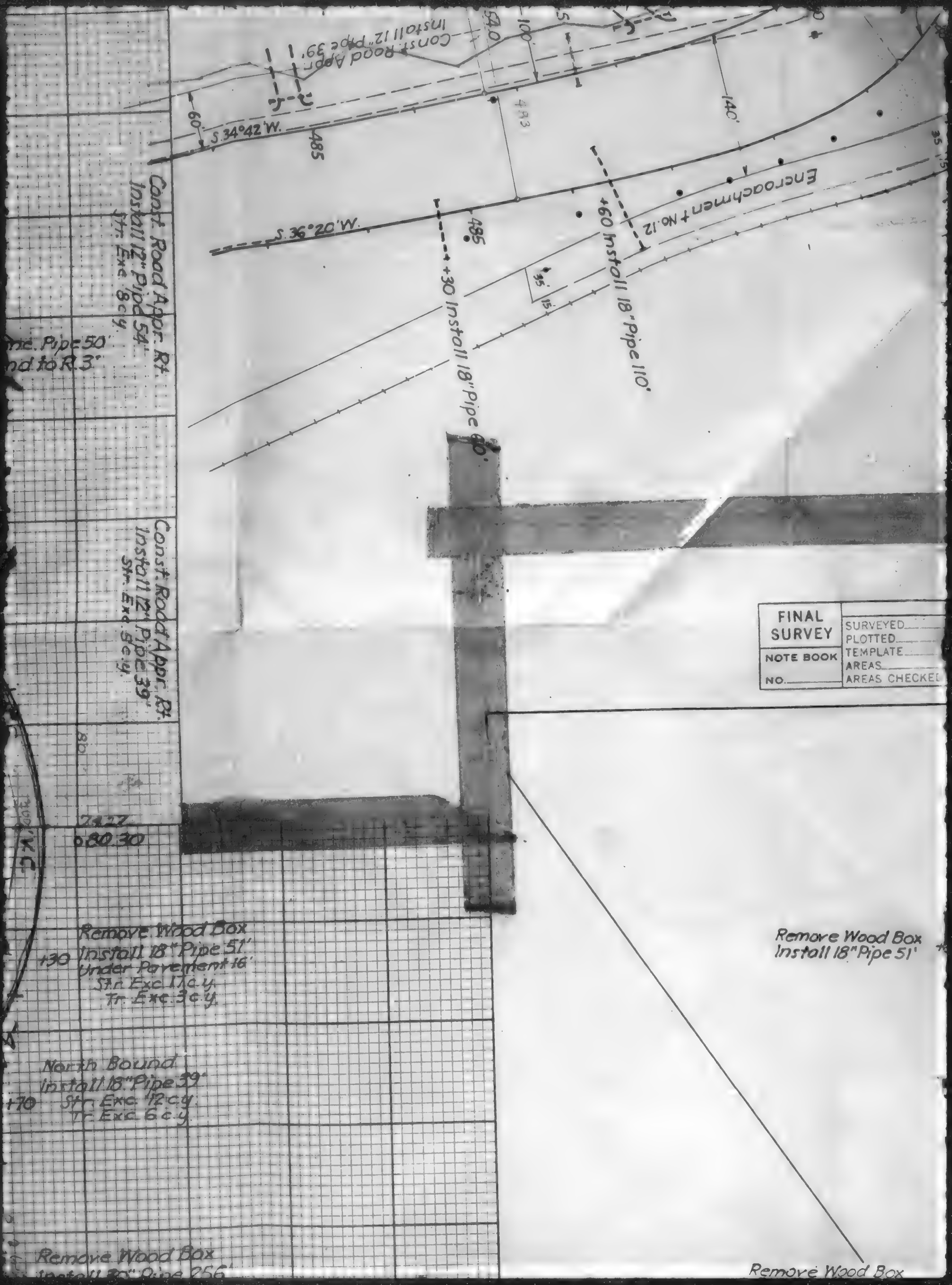
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.
				5
				TOTAL SHEETS
8	OREGON	F-172(4)		See Index

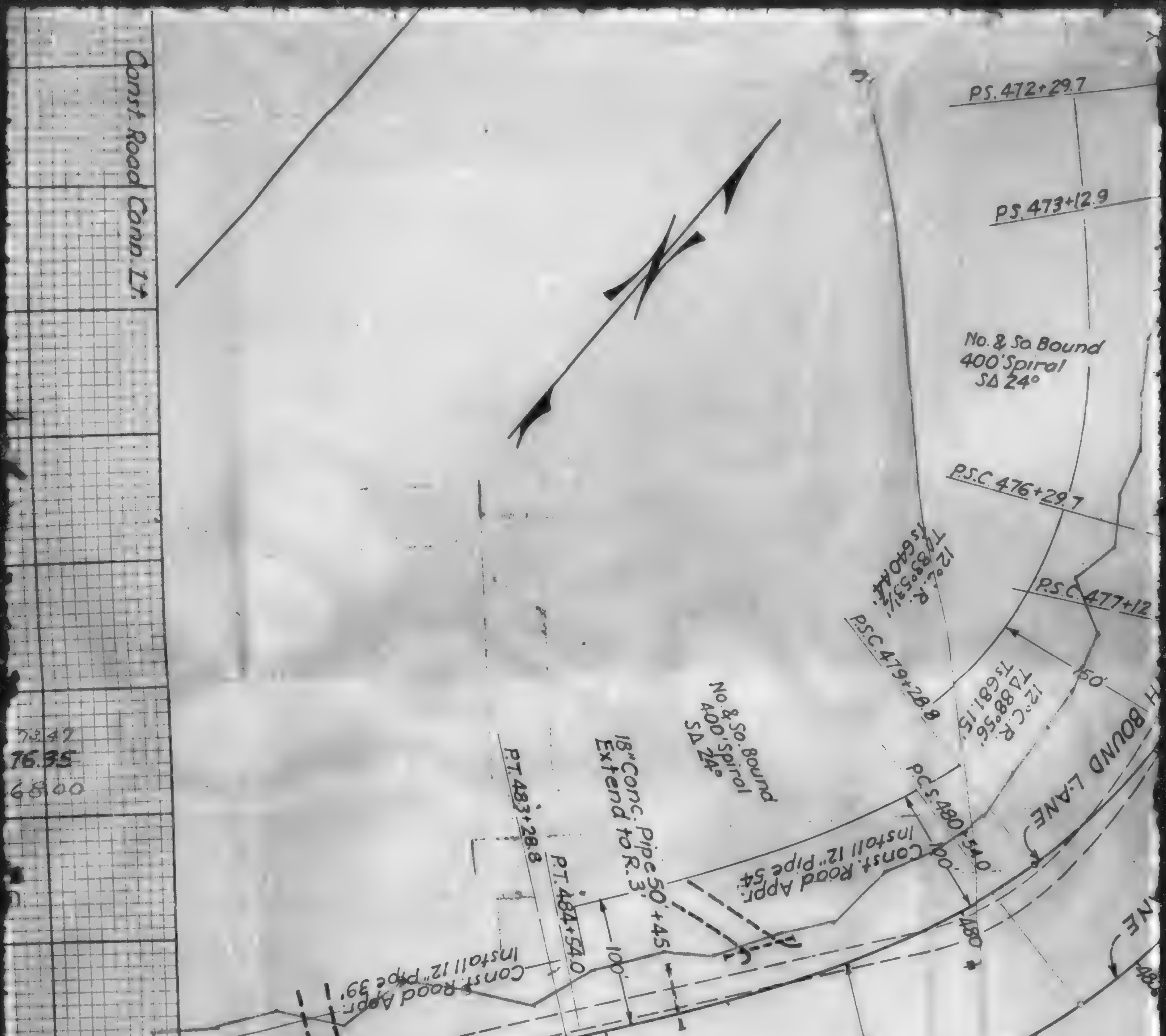

Install 18" Pipe 117'
Remove Conc. Pvt. 6 sq. yd.
Str. Exc. 49 c.y.
Tr. Exc. 15 c.y.
Remove Wood Box
Install 18" Pipe 108'
+50 Remove Conc. Pvt. 6 sq. yds
Str. Exc. 45 c.y.
Tr. Exc. 20 c.y.
82.94
84.61
+2.35
94.95 Remove Wood Box
+70 Install 18" Pipe 75'
Under Pavement 16'
Str. Exc. 30 c.y.
Tr. Exc. 5 c.y.
400' V.C.
+28.51
94.18
+0.456
100
Const. Road Appr. Rt.
Install 12" Pipe 39'
Str. Exc. 5 c.y.
Const. Road Appr. Rt.
Install 12" Pipe 39'
Str. Exc. 5 c.y.
Const. Road Connec. Rt.
way
Install 18" Pipe 117'
+50
510
Const. Road Appr.
Install 12" Pipe 39'
Const. Road Appr.
Install 12" Pipe 39'
Const. Road Connec.

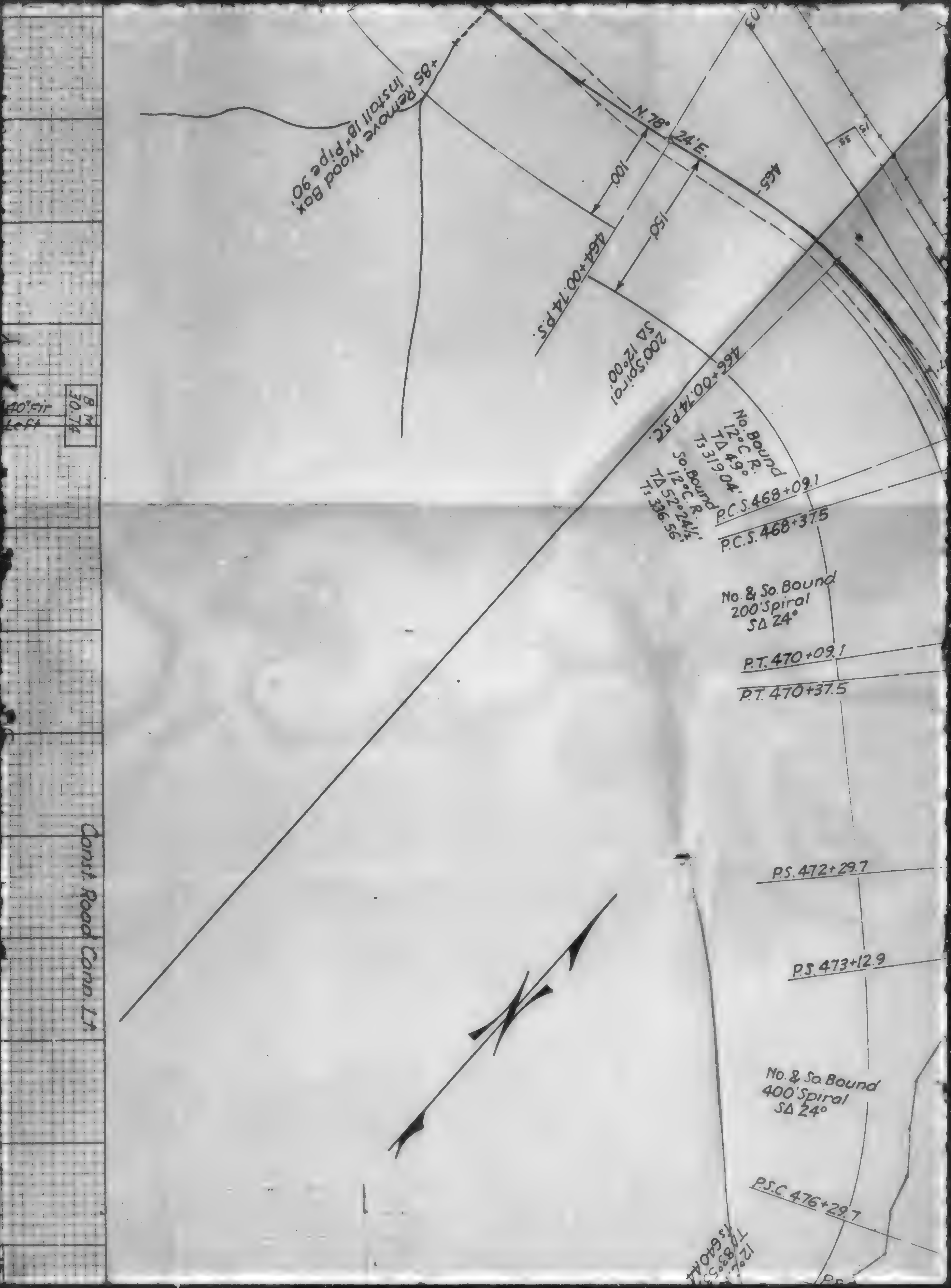

Install 24" Pipe 180'
80 Const. Conc. Catch Inlet
~~Under Pavement 16'~~
Str. Exc. 240 c.y.
74.36
74.36
On Gas Tank Cap
25' to Lt.
B.M.
74.24
Const. Road Appr. Rt.
Install 12" Pipe 39'
Const. Road Appr. Rt.
Const. Road Appr. Rt.
Const. Road Connec. Rt.
Remove Wood Box
Install 18" Pipe 156'
+65 Under Pavement 16'
Str. Exc. 87 c.y.
Tr. Exc. 10 c.y.
74.80
Install 18" Pipe 117'
Remove Conc. Pvt. 6 sq. yd.
+50 Str. Exc. 49 c.y.
Tr. Exc. 15 c.y.
Remove Wood Box
Install 18" Pipe 108'
+50 Remove Conc. Pvt. 6 sq. yds
Str. Exc. 45 c.y.
Tr. Exc. 20 c.y.
+2.76
82.94
40' V.C.
84.61
+2.35
84.95 Remove Wood Box
+70 Install 18" Pipe 75'
Under Pavement 16'
Const. Road Appr. Rt.
Install 12" Pipe 39'
Str. Exc. 5 c.y.
Const. Road
Install 12"
Str. Exc
Const. Conc. Catch Inlet
+80
Const. 2 Road Appr's.
Install 12" Pipe 39'
100'
Remove Wood Box
Install 18" Pipe 156'
+65
Const. Road Connec.
Const. Road Appr.
505
Existing 16' Conc. Highway
Install 18" Pipe 117'
+50
Const. Road Appr.
Install 12" Pipe 39'
Const. Road Appr.
Install 12" Pipe 39

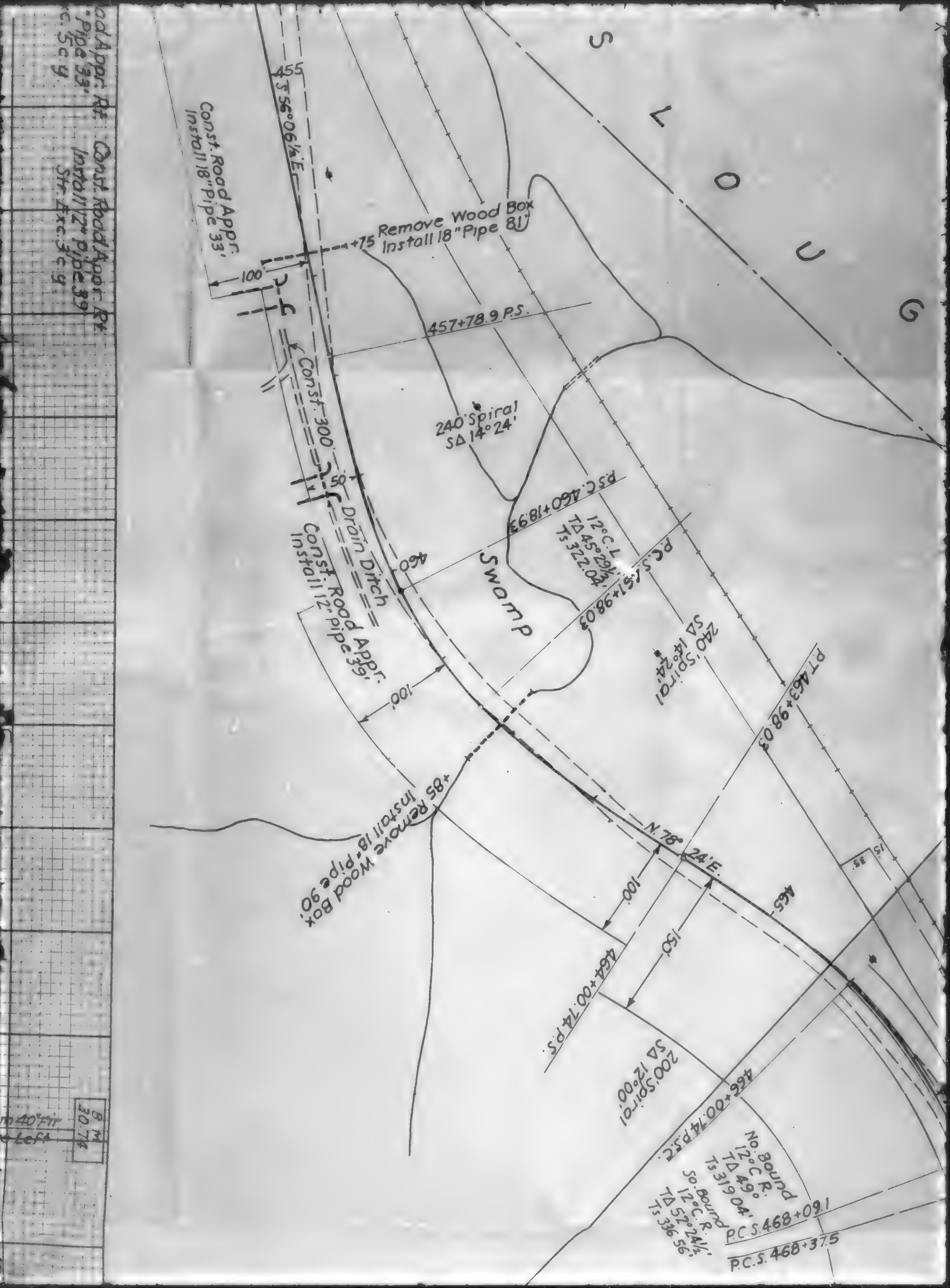

~~682.58~~
Remove Wood Box
Install 24" Pipe 180'
Const. Conc. Catch Inlet
Under Pavement 16'
Str. Exc. 240 c.y.
36
+36
On Gas Tank Cap
25' to Lt.
B.M.
74.24
Const. Road Appr. Rt.
Const. Road Appr. Rt.
Install 12" Pipe 39'
Const. Road Appr. Rt.
Const. Road Connec. Rt.
Remove Wood Box
Install 18" Pipe 156'
Under Pavement 16'
Str. Exc. 87 c.y.
Tr. Exc. 10 c.y.
65
TH BOUND LANE
60
500
Remove Wood Box
Install 24" Pipe 180'
Const. Conc. Catch Inlet
+80
Const. 2 Road Appr's.
Install 12" Pipe 39'
100'
Remove Wood Box
Install 18" Pipe 156'
+65
Const. Road Connec.
Const. Road Appr.
505
Existing 16


Remove Wood Box
Install 18" Pipe 51'
Under Pavement 16'
Str. Exc. 17 c.y.
Tr. Exc. 3 c.y.
rth Bound
tall 18" Pipe 39'
Str. Exc. 12 c.y.
Tr. Exc. 6 c.y.
nove Wood Box
tall 30" Pipe 256'
nst. Conc. Catch Inlet
nder Pavement 16'
Str. Exc. 500 c.y.
Tr. Exc. 20 c.y.
20
82.58
Remove Wood Box
Install 18" Pipe 51'
+30
Remove Wood Box
Install 30" Pipe 256'
+60
Const. Conc. Catch Inlet
3
10
SOUTH BOUND LANE

 Const. Road Appr.
Install 12" Pipe 39'
54.0
100
60'
S.34°42'W.
485
483
140'
S.36°20'W.
485
Encroachment No. 12
+60 Install 18" Pipe 110'
+30 Install 18" Pipe 80'
35'
15'
Const. Road Appr. Rt.
Install 12" Pipe 54'
Str. Exc. 8 c.y.
Enc. Pipe 50'
nd to R.3'
Const. Road Appr. Rt.
Install 12" Pipe 39'
Str. Exc. 8 c.y.
80
7+27
80.30
FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
Remove Wood Box
+30 Install 18" Pipe 51'
Under Pavement 16'
Str. Exc. 17 c.y.
Tr. Exc. 3 c.y.
Remove Wood Box
Install 18" Pipe 51'
North Bound
Install 18" Pipe 39'
+70 Str. Exc. 12 c.y.
Tr. Exc. 6 c.y.
Remove Wood Box
Install 20" Pipe 256'
Remove Wood Box


Const. Road Conn. Lt.
P.S. 472+29.7
P.S. 473+12.9
No. & So. Bound
400' Spiral
SΔ 24°
P.S.C. 476+29.7
P.S.C. 477+12
12° C. R.
TΔ 85°53½'
Ts 640.44'
P.S.C. 479+28.8
12° C. R.
TΔ 88°56'
Ts 681.15'
50'
BOUND LANE
No. & So. Bound
400' Spiral
SΔ 24°
P.T. 483+28.8
P.T. 484+54.0
18" Conc. Pipe 50' +45
Extend to R. 3'
P.C.S. 480+54.0
100'
Const. Road Appr.
Install 12" Pipe 54'
480
Const. Road Appr.
Install 12" Pipe 39'
100'
483
140'
60'
S. 34°42' W.
485
Encroachment No. 12
35'
15'
+60 Install 18" Pipe 110'
S. 36°20' W.
485
+30 Install 18" Pipe 60'
35'
15'
Const. Road Appr. Rt.
Install 12" Pipe 54'
Ext. 18 cy.
c. Pipe 50'
d to R. 3'
75.42
76.35
68.00


+85 Remove Wood Box
Install 18" Pipe 90'.
N.78° 24'E.
465
35
15
100
150
464+00.74 P.S.
200' Spiral
SΔ 12°00'
466+00.74 P.S.C.
No. Bound
12°C.R.
TΔ 49°
Ts 319.04'
So. Bound
12°C.R.
TΔ 52°24½'
Ts 336.56'
P.C.S. 468+09.1
P.C.S. 468+37.5
No. & So. Bound
200' Spiral
SΔ 24°
P.T. 470+09.1
P.T. 470+37.5
P.S. 472+29.7
P.S. 473+12.9
No. & So. Bound
400' Spiral
SΔ 24°
P.S.C. 476+29.7
12°
TΔ 83°55'
Ts 640.44
40" Fir
Left
8 M
30.74
Const. Road Conn. Lt.

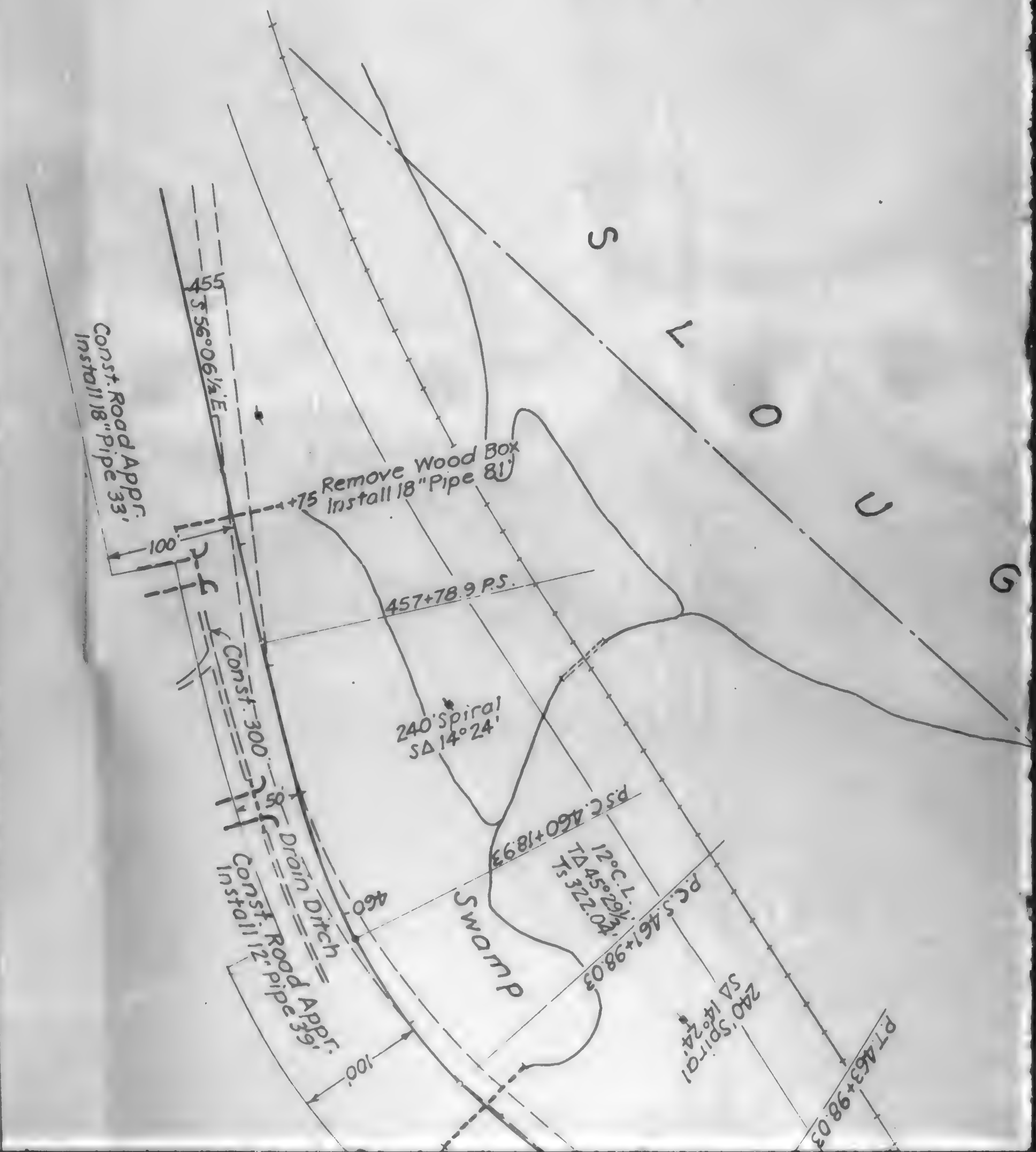

S L O U G
455
S 56°06½'E
Const. Road Appr.
Install 18" Pipe 33'
+75 Remove Wood Box
Install 18" Pipe 81'
100'
457+78.9 P.S.
Const. 300'
240' Spiral
SΔ 14°24'
50
P.S.C. 460+18.93
12° C.L.
TΔ 45°29½'
Ts 322.03'
P.C.S. 451+98.03
Drain Ditch
Const. Road Appr.
Install 12" Pipe 39'
460
Swamp
240' Spiral
SΔ 14°24'
P.T. 463+98.03
100'
+85 Remove Wood Box
Install 18" Pipe 90'
N. 78° 24'E.
100'
150'
465
464+00.74 P.S.
200' Spiral
SΔ 12°00'
466+00.74 P.S.C.
No. Bound
12° C.R.
TΔ 49°
Ts 319.04'
So. Bound
12° C.R.
TΔ 52°24½'
Ts 336.56'
P.C.S. 468+09.1
P.C.S. 468+37.5
35
15
ad. Appr. Rt. Const. Road Appr. Rt.
"Pipe 33'. Install 12" Pipe 39'
c. 5c.y. Str. Exc. 3c.y.
B.M.
30.74
m 40" Fir
e Left

AL SURVEY		[illegible]	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO	AREAS CHECKED		

Const. Road Appr. Lt.

Const. Road Appr. Rt.
Install 18" Pipe 33'
Str. Exc. 5 c.y.

Const. Road Appr. Rt.
Install 12" Pipe 39'
Str. Exc. 3 c.y.



ORIGINAL SURVEY NOTE BOOK	SURVEYED		DATE
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

20

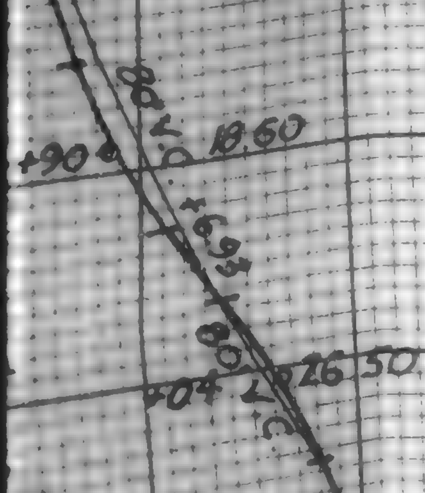
40

+75 Remove Wood Box
Install 18" Pipe 81'
~~Under Pavement 16'~~
Str. Exc. 28 c.y.

Const. Drain Ditch Rt 300'
Tr. Exc. 35 c.y.

90

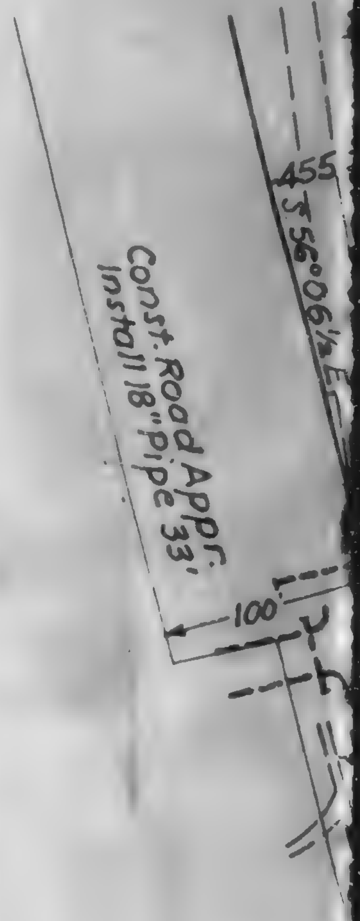
+85 Remove Wood Box
Install 18" Pipe 90'
~~Under Pavement 16'~~
Str. Exc. 55 c.y.



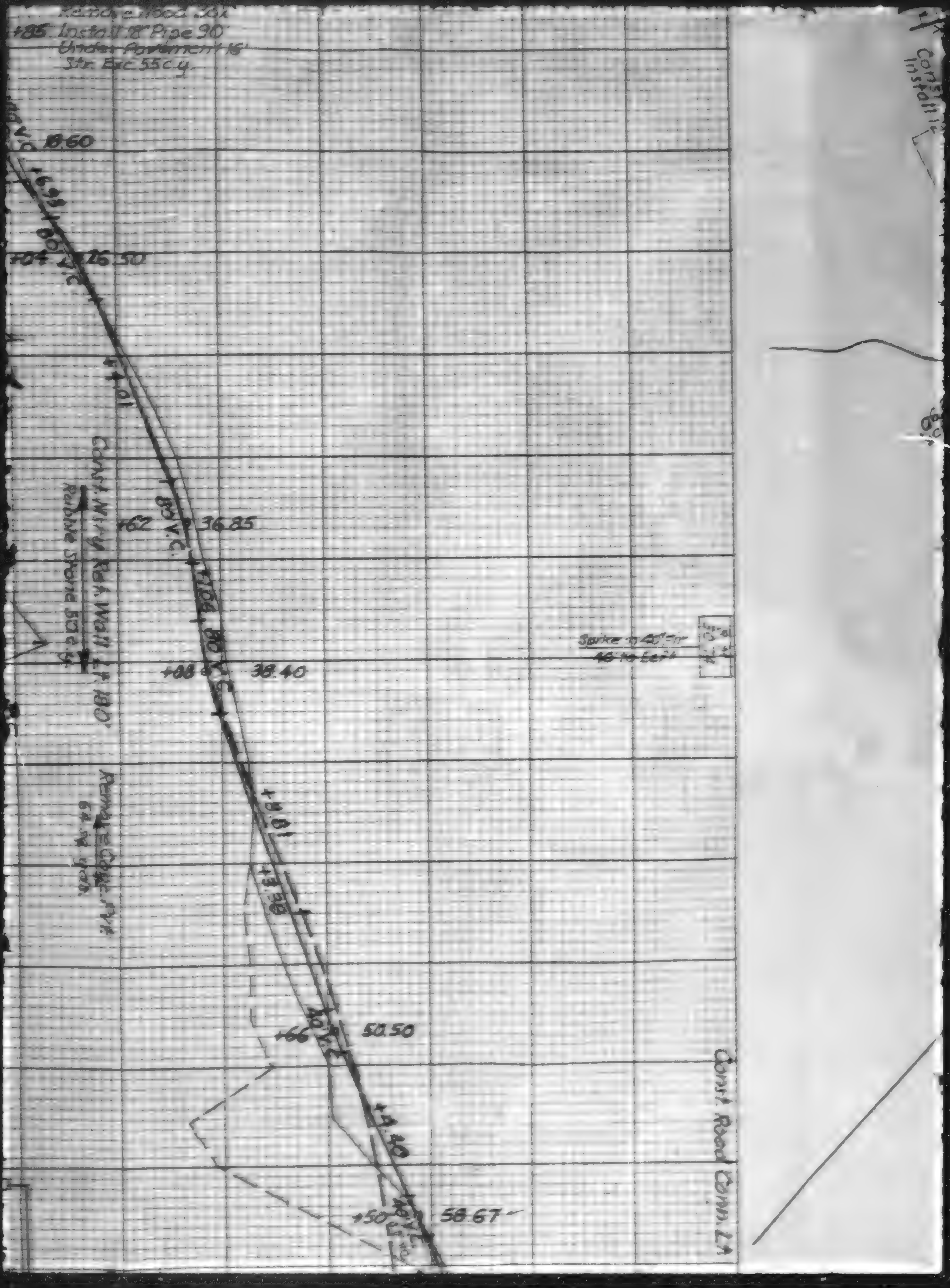
Const. Road Appr. Lt.

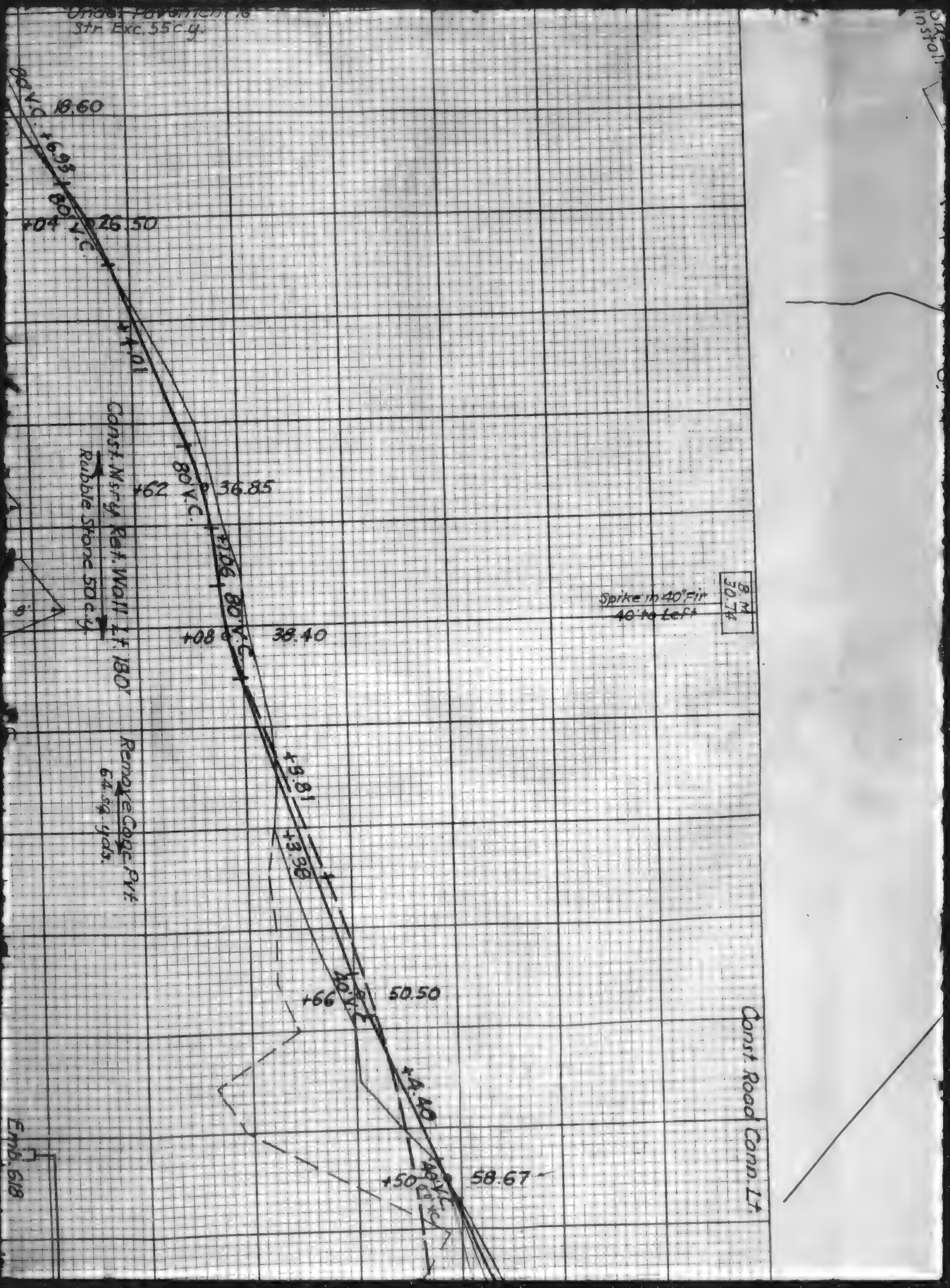
Const. Road Appr. Rt.
Install 18" Pipe 33'
Str. Exc. 5 c.y.

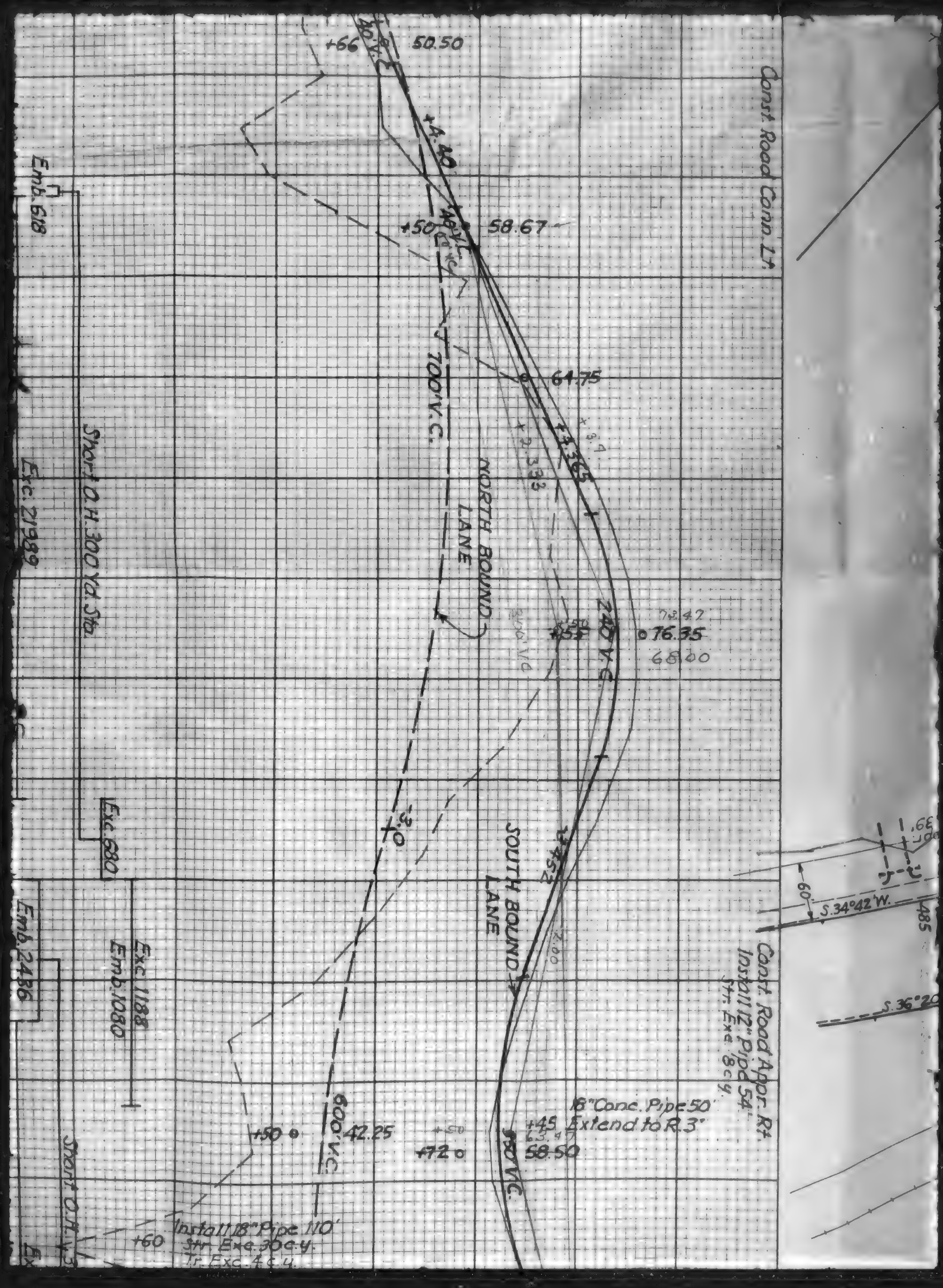
Const. Road Appr. Rt.
Install 12" Pipe 39'
Str. Exc. 3 c.y.

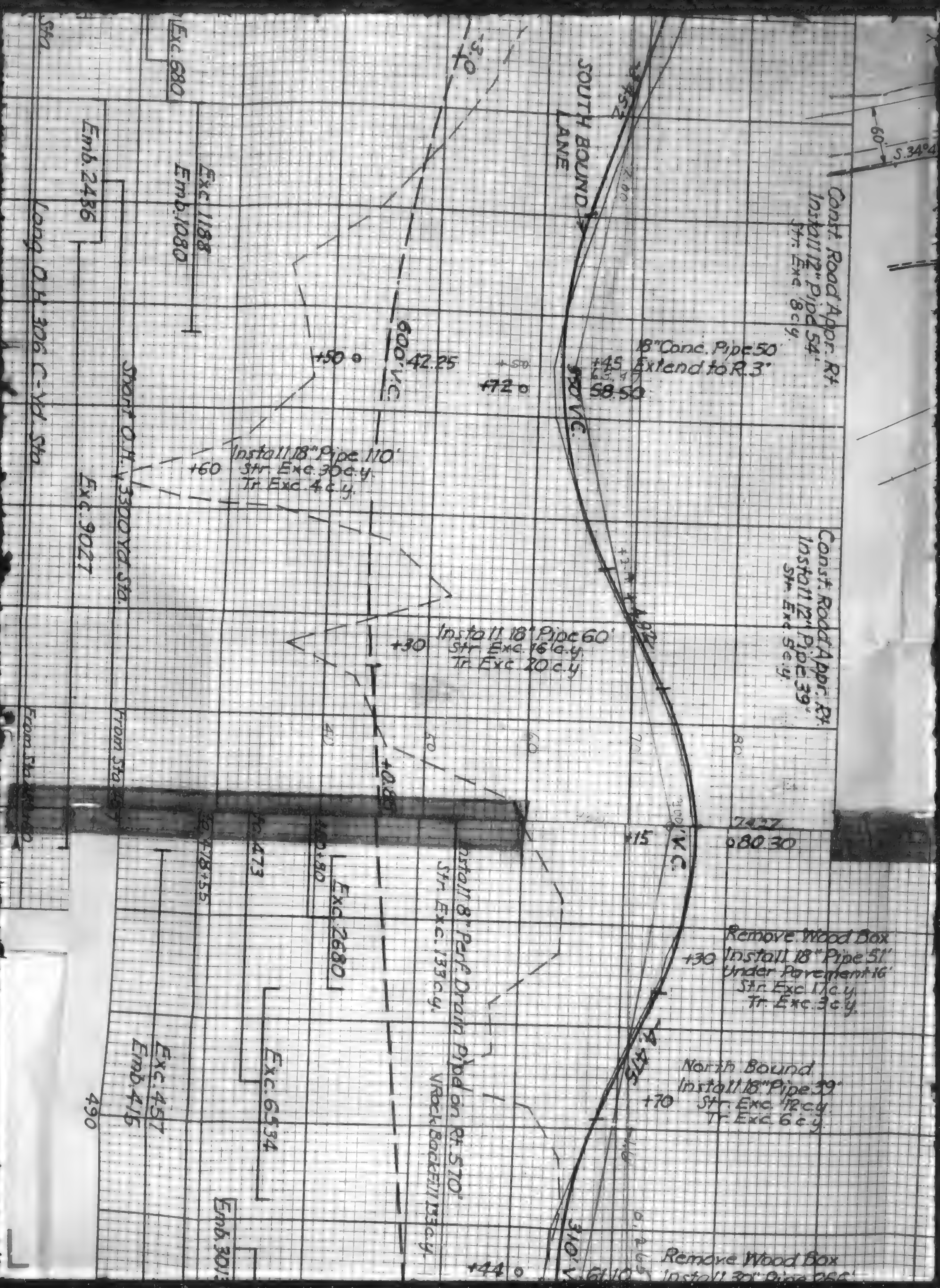


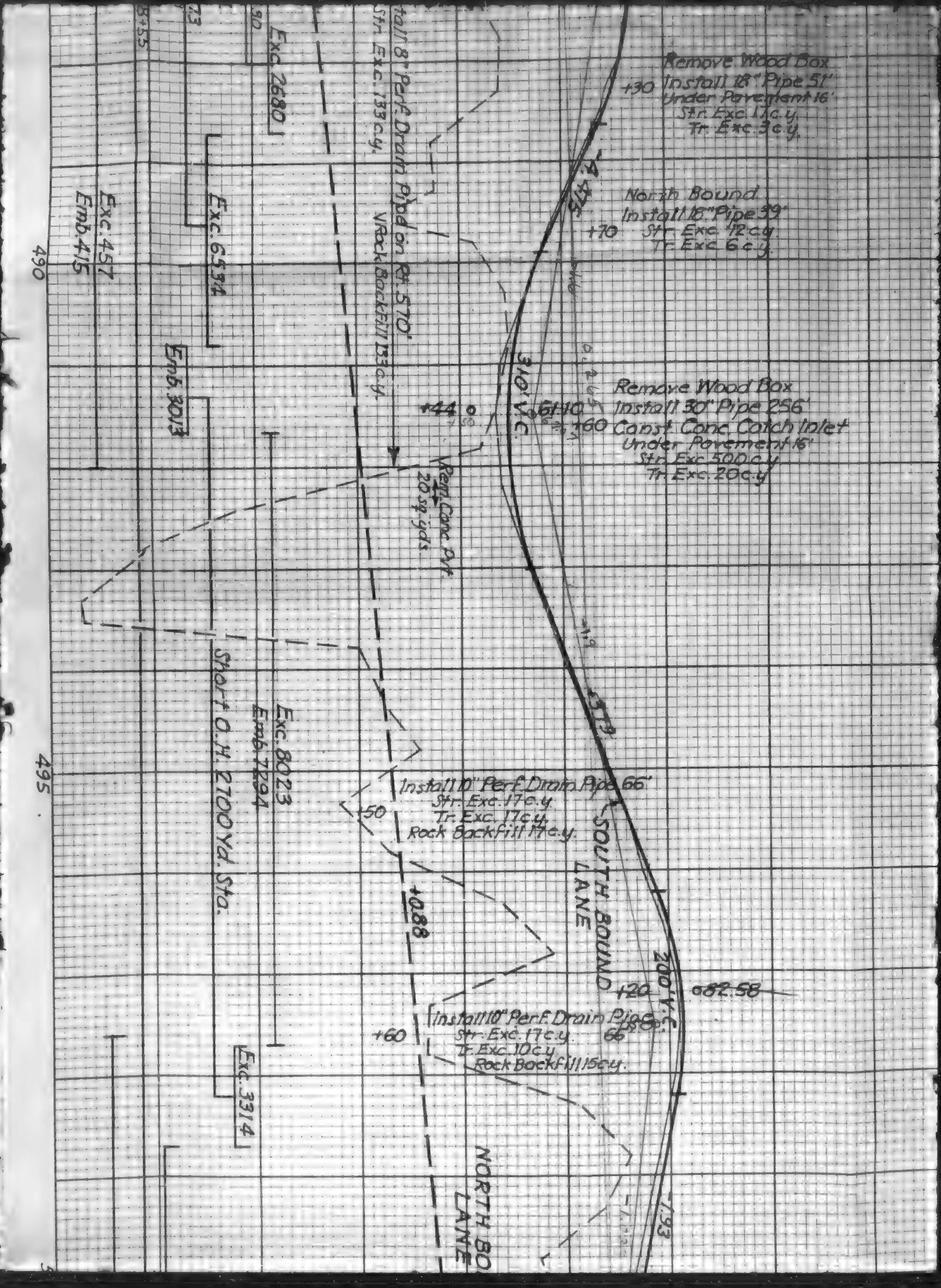
Const. Road Appr.
Install 18" Pipe 33'

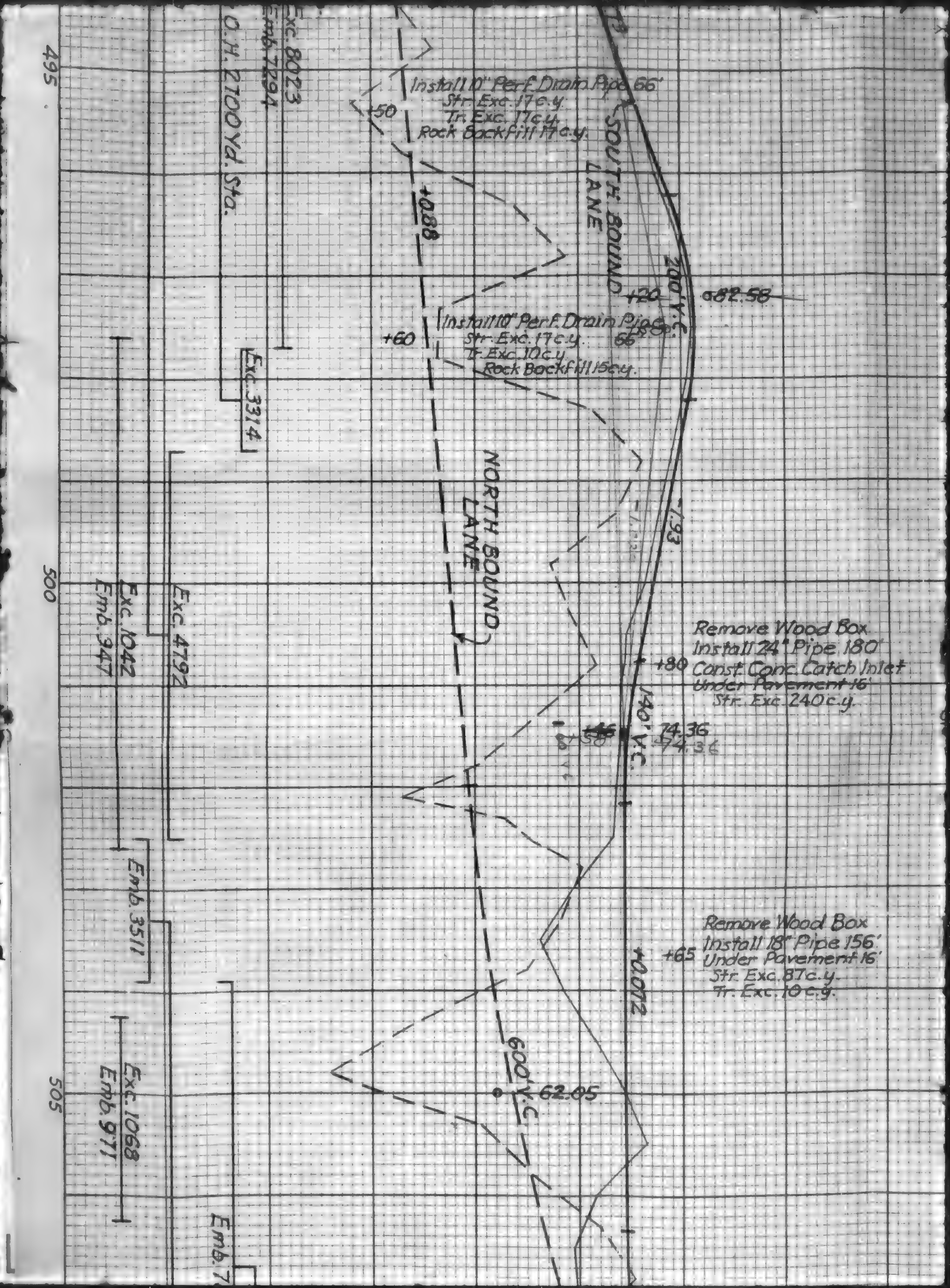
Remove Road 30x
+85 Install 18" Pipe 90'
Under Pavement 16'
Str. Exc. 55 c.y.
18.60
+04
26.50
+62
36.85
+88
38.40
Const. M.r.y. Ret. Wall # 180'
Rubble Stone 50 c.y.
Remove Conc. Wall 64 sq. yds.
Spike in 40" Fir
46' to Left
+66
50.50
40' V.C.
+50
58.67
Const. Road Conn. Lt.
Const.
Install

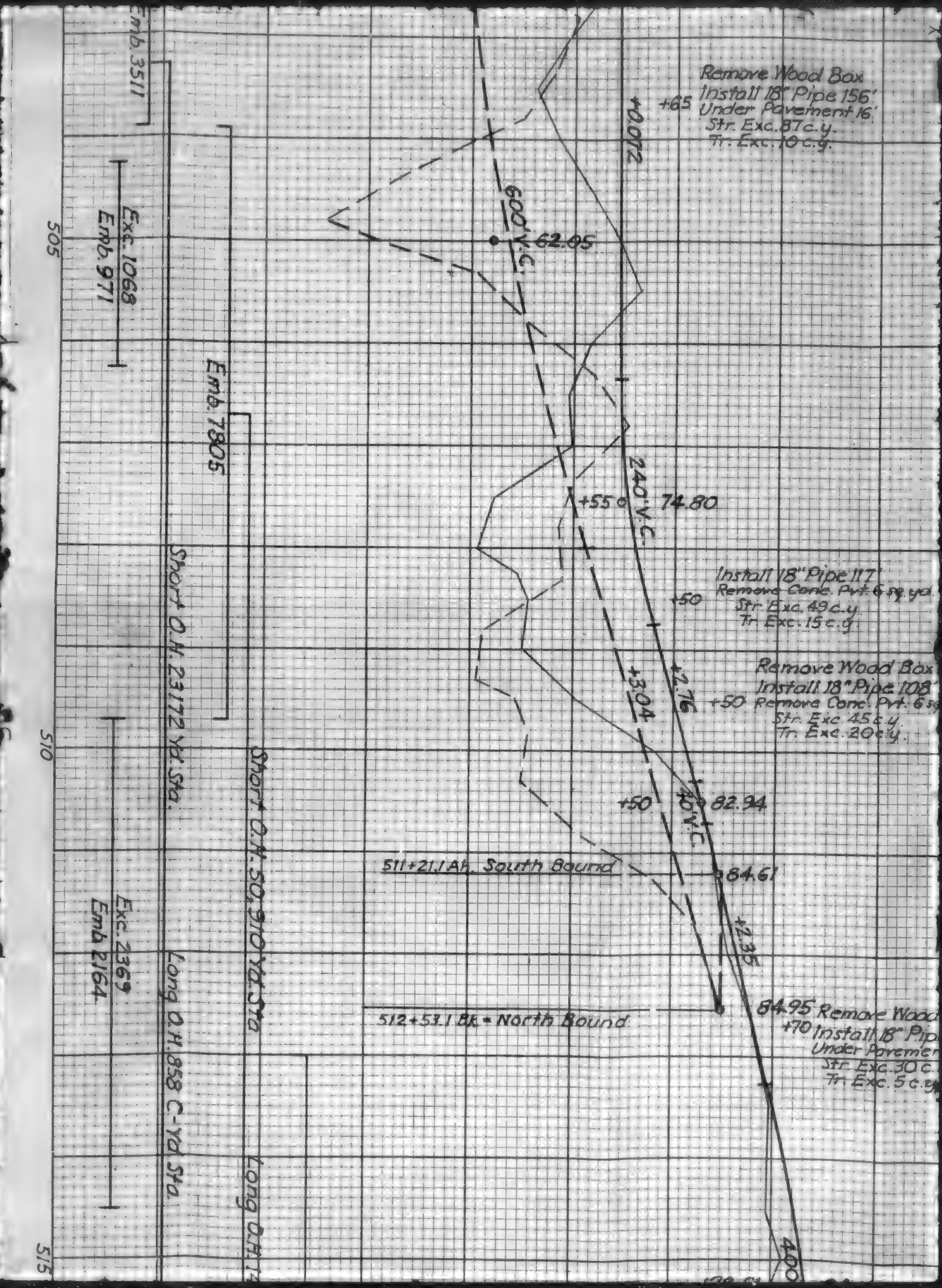

Undst Pavement 16
Str. Exc. 55 c.y.
80' V.C.
18.60
+6.93
80' V.C.
+04
26.50
+4.01
Const. Msry. Ret. Wall Lt. 180'
Rubble Stone 50 c.y.
+62
80' V.C.
36.85
+7.06
80' V.C.
+08
38.40
8'
Spike in 40" Fir 40' to Left
B.M. 30.74
Remove Conc. Pvt. 64 sq. yds.
+3.81
+3.38
+66
40' V.C.
50.50
+4.40
+50
40' V.C.
58.67
Emb. 6.18
Const. Road Conn. Lt.
instal

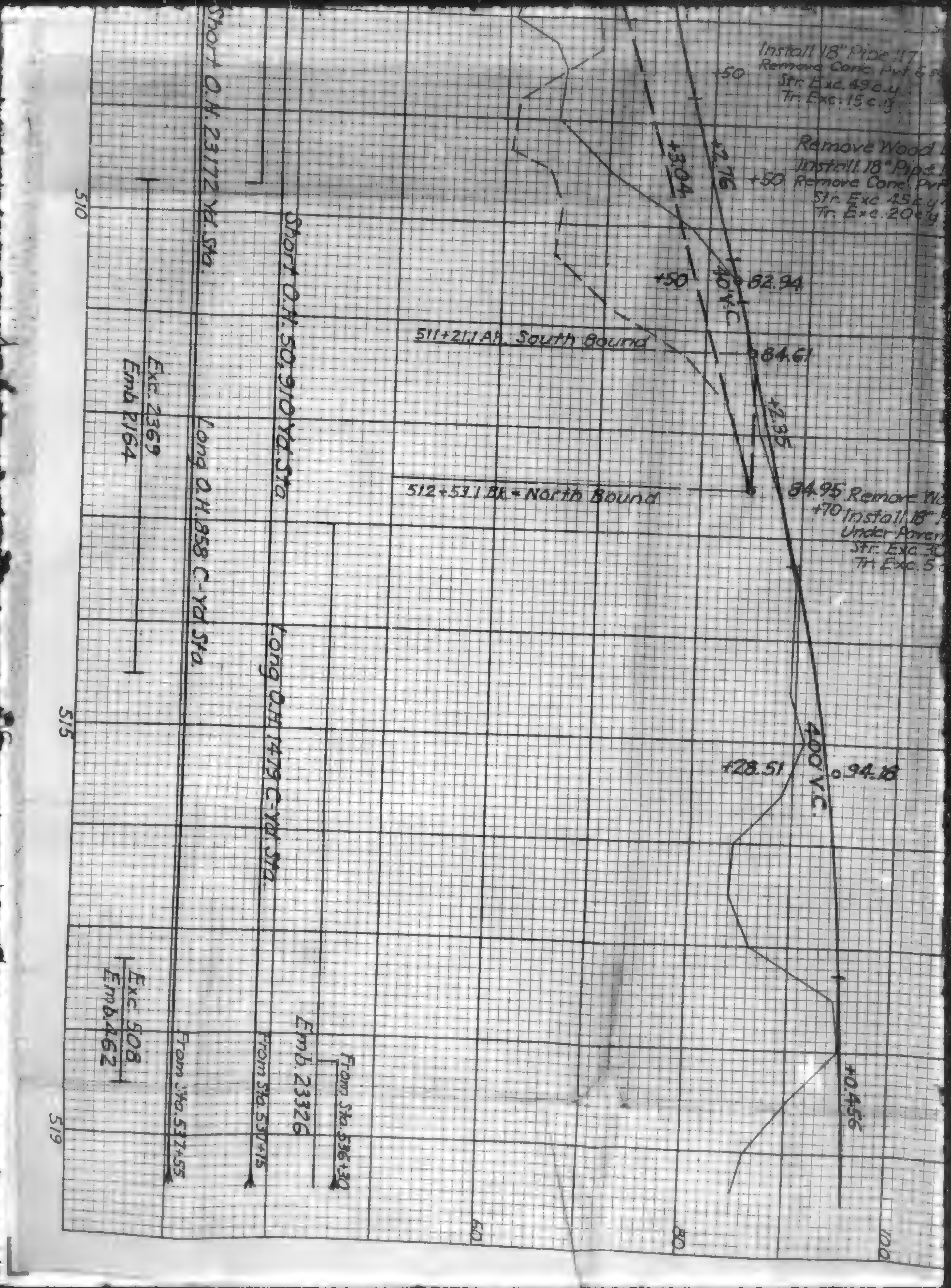

+66
50.50
40'V.C.
+4.40
Emb. 618
+50
58.67
40'V.C.
700' V.C.
64.75
+4.363
+2.333
NORTH BOUND LANE
Short O.H. 300 Yd. Sta.
Exc. 21989
+52
240' V.C.
76.35
73.47
68.00
Exc. 680
-3.0
SOUTH BOUND LANE
+4.52
Emb. 2486
Exc. 1188
Emb. 1080
Const. Road Conn. Lt.
Const. Road Appr. Rt.
Install 12" Pipe 54'
Str. Exc. 8 c.y.
60'
S. 34°42' W.
485
S. 36°20
18" Conc. Pipe 50'
+45 Extend to R. 3'
+50
42.25
600' V.C.
+72
58.50
150' V.C.
Install 18" Pipe 110'
+60
Str. Exc. 30 c.y.
Tr. Exc. 4 c.y.
Short O.H.

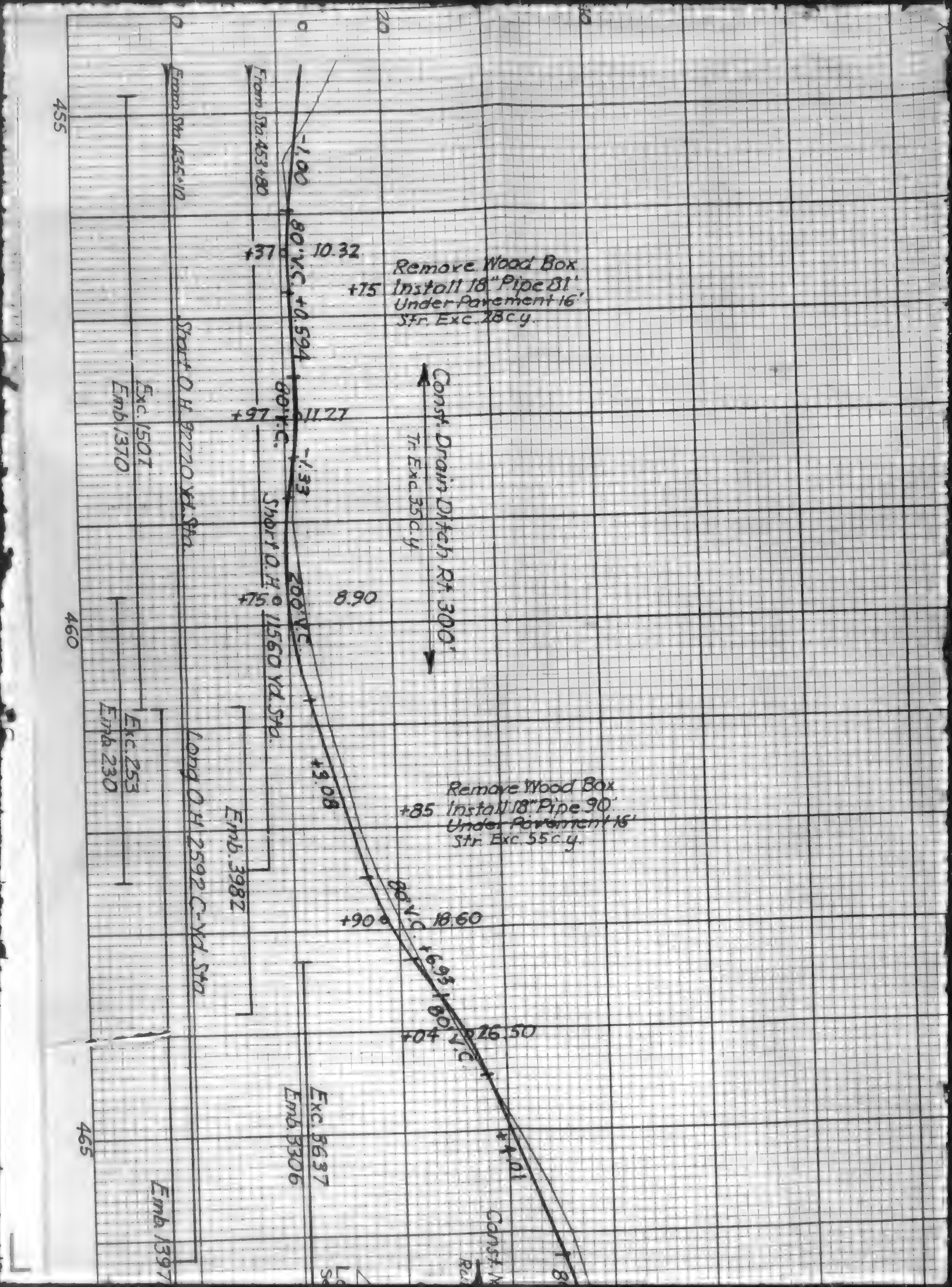

Sta
Exc. 680
Emb. 2486
Exc. 1188
Emb. 1080
Long O.H. 306 C-Yd Sta
Short O.H. 3300 Yd Sta
Exc. 9027
3.0
SOUTH BOUND LANE
Const. Road Appr. Rt.
Install 12" Pipe 54'
Str. Exc. 8 c.y.
60°
S. 34°4
600' V.C.
42.25
+50
+72
+45
18" Conc. Pipe 50'
Extend to R. 3'
58.50
350' V.C.
Install 18" Pipe 110'
Str. Exc. 30 c.y.
Tr. Exc. 4 c.y.
+60
Const. Road Appr. Rt.
Install 12" Pipe 39'
Str. Exc. 5 c.y.
Install 18" Pipe 60'
Str. Exc. 16 c.y.
Tr. Exc. 20 c.y.
+30
40
50
60
70
80
+15
300' V.C.
74.27
80.30
From Sta 478+60
From Sta 478+55
478+55
473
480+80
Exc. 2680
Install 8" Perf. Drain Pipe on Rt. 570'
Str. Exc. 133 c.y.
V Rock Backfill 153 c.y.
Remove Wood Box
Install 18" Pipe 51'
Under Pavement 16'
Str. Exc. 17 c.y.
Tr. Exc. 3 c.y.
+30
Exc. 6534
Exc. 457
Emb. 415
490
North Bound
Install 18" Pipe 39'
Str. Exc. 12 c.y.
Tr. Exc. 6 c.y.
+70
Emb. 3013
310' V.C.
+44
61.10
Remove Wood Box
Install 30" Pipe 26'

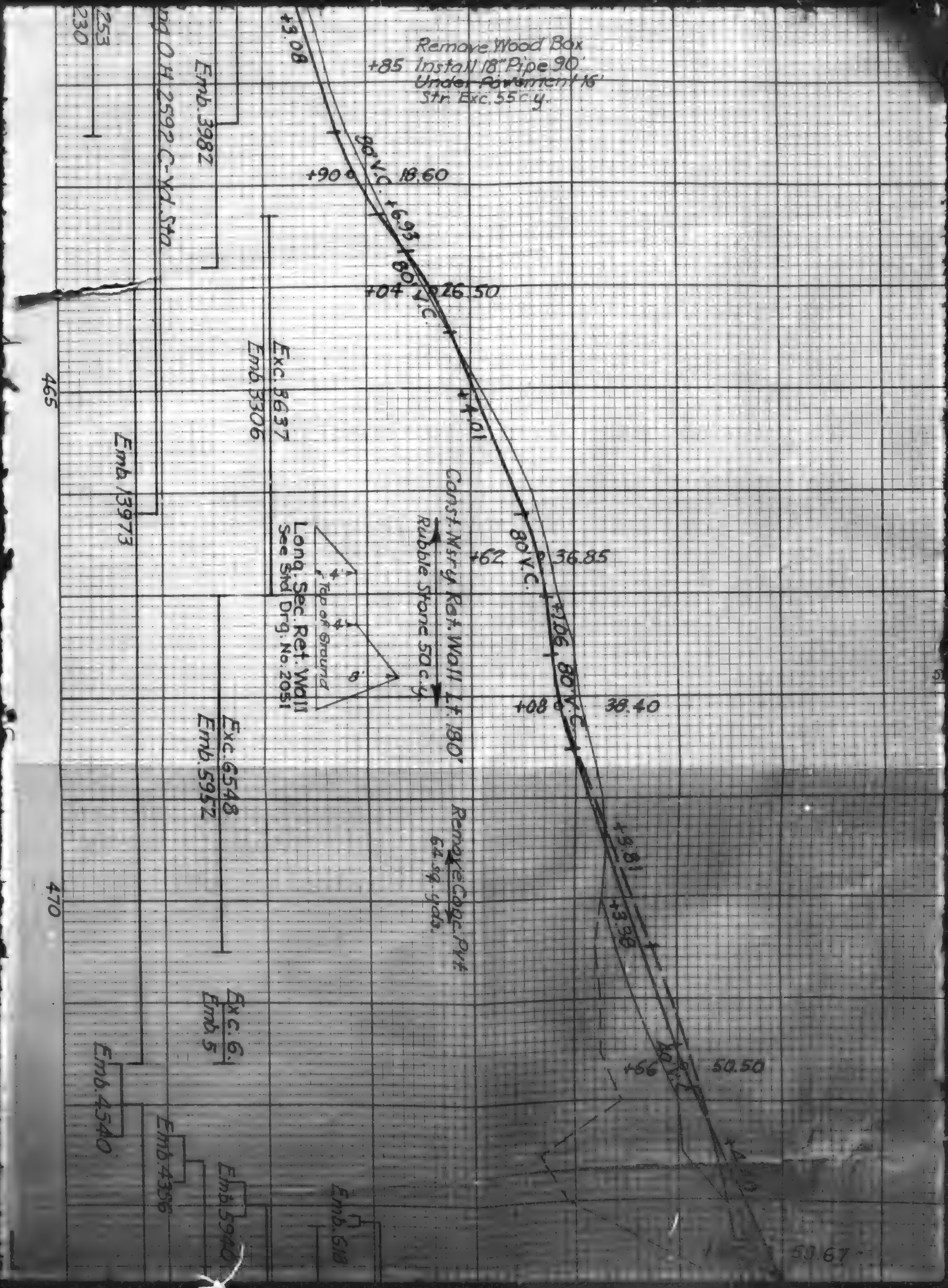

Remove Wood Box
+30
Install 18" Pipe 51'
Under Pavement 16'
Str. Exc. 17 c.y.
Tr. Exc. 3 c.y.
North Bound
Install 18" Pipe 39'
+70
Str. Exc. 72 c.y.
Tr. Exc. 6 c.y.
Remove Wood Box
Install 30" Pipe 256'
Const. Conc. Catch Inlet
Under Pavement 16'
Str. Exc. 500 c.y.
Tr. Exc. 20 c.y.
+60
+44
310' V.C.
Install 8" Perf. Drain Pipe on Rt. 570'
Str. Exc. 133 c.y.
Rock Backfill 133 c.y.
Rem. Conc. Rt.
20 sq. yds
Exc. 2680
Exc. 6534
Emb. 3013
Exc. 457
Emb. 415
490
495
Exc. 8023
Emb. 7294
Short O.H. 2700 Yd. Sta.
Install 10" Perf. Drain Pipe 66'
Str. Exc. 17 c.y.
Tr. Exc. 17 c.y.
Rock Backfill 17 c.y.
+50
+0.88
SOUTH BOUND LANE
+20
682.58
200' V.C.
Install 10" Perf. Drain Pipe 66'
+60
Str. Exc. 17 c.y.
Tr. Exc. 10 c.y.
Rock Backfill 15 c.y.
Exc. 3314
NORTH BO
LANE
1.93

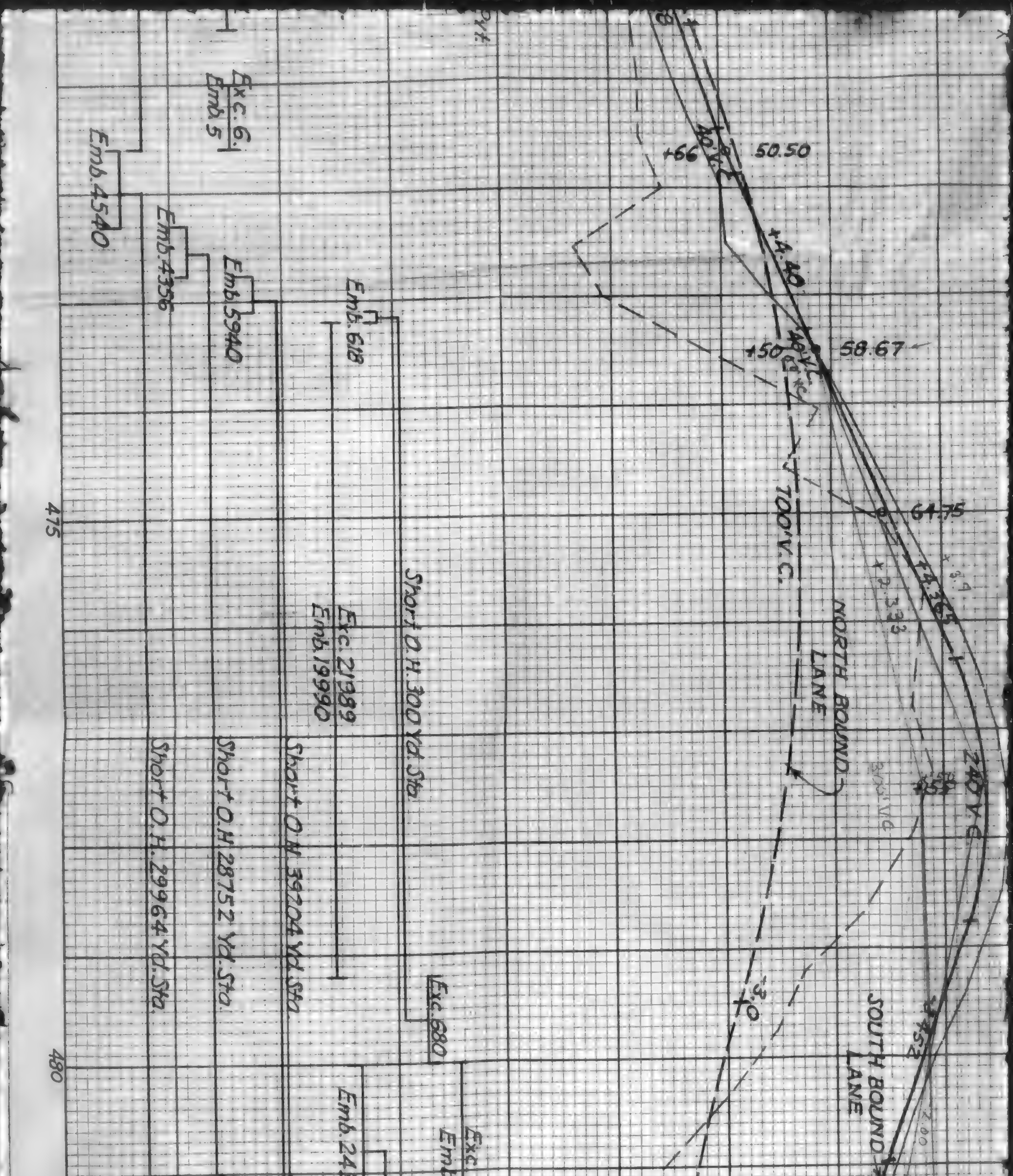

495
500
505
Exc. 8023
Emb. 7294
O.H. 2100 Yd. Sta.
Exc. 3314
Exc. 1042
Emb. 947
Exc. 4792
Emb. 3511
Exc. 1068
Emb. 977
Emb. 7
Install 10" Perf. Drain Pipe 66'
Str. Exc. 17 c.y.
Tr. Exc. 17 c.y.
Rock Backfill 17 c.y.
+50
+0.88
SOUTH BOUND LANE
200' V.C.
+20
82.58
Install 10" Perf. Drain Pipe 66'
Str. Exc. 17 c.y.
Tr. Exc. 10 c.y.
Rock Backfill 15 c.y.
+60
NORTH BOUND LANE
-1.93
Remove Wood Box
Install 24" Pipe 180'
Const. Conc. Catch Inlet
Under Pavement 16'
Str. Exc. 240 c.y.
+80
140' V.C.
+46
74.36
Remove Wood Box
Install 18" Pipe 156'
Under Pavement 16'
Str. Exc. 87 c.y.
Tr. Exc. 10 c.y.
+65
+0.072
600' V.C.
62.05

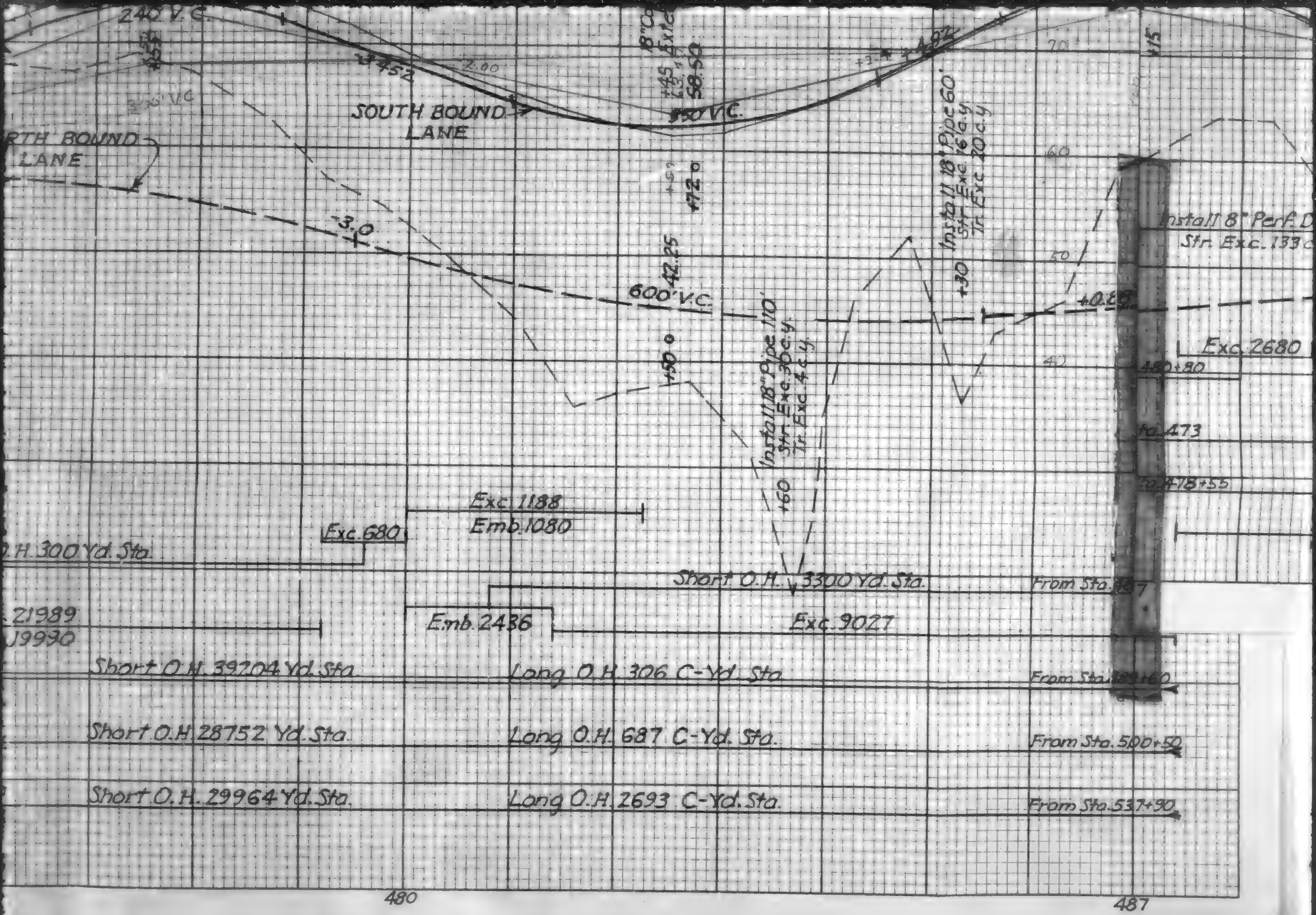

Emb. 3511
Exc. 1068
Emb. 971
Emb. 7805
Short O.H. 23172 Yd. Sta.
Exc. 2369
Emb. 2164
Long O.H. 858 C-Yd. Sta.
Short O.H. 50,910 Yd. Sta.
Long O.H.
505
510
515
+0.002
600' V.C.
62.05
+65
Remove Wood Box
Install 18" Pipe 156'
Under Pavement 16'
Str. Exc. 87 c.y.
Tr. Exc. 10 c.y.
240' V.C.
+55
74.80
Install 18" Pipe 117'
Remove Conc. Pvt. 6 sq. yd.
Str. Exc. 49 c.y.
Tr. Exc. 15 c.y.
+50
+3.04
+2.76
Remove Wood Box
Install 18" Pipe 108'
+50
Remove Conc. Pvt. 6 sq
Str. Exc. 45 c.y.
Tr. Exc. 20 c.y.
+50
40' V.C.
82.94
511+21.1 Ah. South Bound
84.61
+2.35
512+53.1 Bk. = North Bound
84.95
+70
Remove Wood
Install 18" Pip
Under Pavemen
Str. Exc. 30 c.
Tr. Exc. 5 c.y.
400


Install 18" Pipe 17
Remove Conc. Pvt. 6 s
Str. Exc. 49 c.y.
Tr. Exc. 15 c.y.
+50
Remove Wood
Install 18" Pipe
+50 Remove Conc. Pvt.
Str. Exc. 45 c.y.
Tr. Exc. 20 c.y.
+3.04
+2.76
+50
40' V.C.
82.94
84.61
+2.35
84.95 Remove Wo
+70 Install 18"
Under Pavem
Str. Exc. 30
Tr. Exc. 5
511+21.1 Ah. South Bound
512+53.1 Bk. = North Bound
Short O.H. 23172 Yd. Sta.
Short O.H. 50,910 Yd. Sta.
Long O.H. 858 C-Yd. Sta.
Long O.H. 1479 C-Yd. Sta.
Exc. 2369
Emb. 2164
Exc. 508
Emb. 462
Emb. 23326
From Sta. 537+55
From Sta. 530+15
From Sta. 536+30
400' V.C.
+28.51
94.18
+0.456
510
515
519
60
80
100


455
460
465
0
0
20
40
From Sta. 435+10
From Sta. 453+80
-1.00
+37
80' V.C.
10.32
+75
Remove Wood Box
Install 18" Pipe 81'
Under Pavement 16'
Str. Exc. 28 c.y.
+0.594
+97
80' V.C.
11.27
-1.33
Exc. 1507
Emb. 1370
Start O.H. 97720 Yd. Sta.
Const. Drain Ditch Rt. 300'
Tr. Exc. 35 c.y.
+75.0
200' V.C.
8.90
Short O.H. 11560 Yd. Sta.
Exc. 253
Emb. 230
Long O.H. 2592 C-Yd. Sta.
Emb. 3982
+3.08
+85
Remove Wood Box
Install 18" Pipe 90'
~~Under Pavement 16'~~
Str. Exc. 55 c.y.
+90
80' V.C.
18.60
+6.93
+04
80' V.C.
26.50
Exc. 3637
Emb. 3306
+4.01
Emb. 1397
Const.


+3.08
Remove Wood Box
+85 Install 18" Pipe 90'
~~Under Pavement 16'~~
Str. Exc. 55 c.y.
253
230
Emb. 3982
g O.H. 2592 C.Yd. Sta.
+90
80' V.C.
18.60
+6.93
80' V.C.
+04
26.50
Exc. 3637
Emb. 3306
465
Emb. 13973
+4.01
Const. Msry. Ret. Wall Lt. 180'
Rubble Stone 50 c.y.
Long. Sec. Ret. Wall
See Std. Drg. No. 2051
Top of Ground
4'
4'
8'
+62
80' V.C.
36.85
+7.06
80' V.C.
+08
38.40
Exc. 6548
Emb. 5952
Remove Conc. Pvt.
64 sq. yds.
+9.81
+3.38
470
Exc. 6.
Emb. 5
Emb. 4540
Emb. 4356
Emb. 5940
Emb. 618
+66
80' V.C.
50.50
53.67


Exc. 6.
Emb. 5
Emb. 4540
Emb. 4356
Emb. 5940
Emb. 618
475
Exc. 21989
Emb. 19990
Short O.H. 300 Yd. Sta.
Short O.H. 29964 Yd. Sta.
Short O.H. 28752 Yd. Sta.
Short O.H. 39204 Yd. Sta.
Exc. 680
480
Emb. 2486
Exc. 1188
Emb. 1080
Long O.H. 2693 C
Long O.H. 687 C
Long O.H. 306 C
+66
50.50
40' V.C.
+4.40
+50
58.67
40' V.C.
100' V.C.
64.75
+4.363
+3.9
+3.333
NORTH BOUND LANE
240' V.C.
+57
300' V.C.
-3.0
+52
SOUTH BOUND LANE
2.00
600' V.C.
+50
42.25
+50
+72
+45
63.40
58.50
18" Con
Extend


240' V.C.
SOUTH BOUND LANE
RTH BOUND LANE
2.00
-3.0
600' V.C.
42.25
+72
+50
+45
58.50
350 V.C.
18" Co
Exte
+92
+15
Install 18" Pipe 110'
Str. Exc. 30 c.y.
Tr. Exc. 4 c.y.
+60
Install 18" Pipe 60'
Str. Exc. 16 c.y.
Tr. Exc. 20 c.y.
+30
+0.88
Install 8" Perf. D
Str. Exc. 133 c
Exc. 2680
480+80
Sta. 473
478+55
70
60
50
40
Exc. 1188
Emb. 1080
Exc. 680
O.H. 300 Yd. Sta.
Short O.H. 3300 Yd. Sta.
From Sta.
21989
19990
Emb. 2436
Exc. 9027
Short O.H. 39204 Yd. Sta.
Long O.H. 306 C-Yd. Sta.
From Sta.
Short O.H. 28752 Yd. Sta.
Long O.H. 687 C-Yd. Sta.
From Sta. 500+50
Short O.H. 29964 Yd. Sta.
Long O.H. 2693 C-Yd. Sta.
From Sta. 537+90
480
487

RECEIVED
DEC 31 1948
FOR FILING

F-172(4)

3857

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23rd, 1948

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

924W
944W

SUBJECT: N097A

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

REFERRED TO
De Souza.
By Asst. Chief Engineer

RECEIVED
DEC 27 1948
LEGAL DEPT.

Dear Sir:

In regard to Assignments 924 and 944, request of the Right of Way Department as to the station of an approach on the Arnold and Rose J. Miller property in Lot 7, Delmar-Chrome Plant Section.

The approach should be at Station 433+25, together with an easement for a road 20 feet in width running approximately due west from this point to Government Lot 6. Mr. Miller is to construct his own road from a point 35 feet west of the highway centerline to the west line of Lot 6.

A temporary road approach has been constructed for Mr. Miller's present use.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: J. W. DeSouza

Mr - De Souza
- Smith has requested field party to stake encroachment, approach etc.
W.C.W.

OREGON STATE HIGHWAY COMMISS

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT:

TO:

ASSIGNMENT No. 944
WCW

PTION: Letter by Claud H. Giles (12-8-48), stating he has been expecting an engineer to stake out easement for R/W, and letter of 12-13-48 by Mr. DeSouza with reference to Mr. Giles' letter

DATE: 12-14-48 ASSIGNED TO: H. G. SMITH

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☒ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date __________
- ☐ __________

REPORT RECEIVED: 12-24-48 z

REMARKS:

FORM E-30 15M 8-46 [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1948

SUBJECT:

To:

Mr. W.C.Williams
Assistant State Highway Engineer

Office

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Williams:

On November 30th I wrote to you with reference to the Arnold H.Miller property in Government Lots 5 and 6 on the Delmar-Chrome Plant section of the Oregon Coast Highway in Coos County.

I now am in receipt of a further letter from Mr.Claud H.Giles, attorney for the owners, dated December 8, a copy of which is attached. Mr. Giles has been advised that the matter has been brought to your further attention.

Very truly yours,

J. M. DEVERS

By J.W. De Souza
J. W. DeSOUZA
Assistant Counsel

NOTED
W. C. WILLIAMS

JWD:MA

cc - Mr. H.B.Reeder

COPY

LAW OFFICE
of
CLAUD H. GILES
Hall Building
COOS BAY, OREGON
December 8, 1948

Your Ref:
R 14097A

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

State Highway Commission,
Salem
Oregon

Atten: Mr. J.W.DeSouza

Gentlemen:

Since receiving your letter of November 30th, we have been expecting one of your engineers to appear on the scene to stake out the easement for right of way so that this deal can be completed. My client is particularly anxious to have this done as he now has time to construct the road on the easement and it will take him some time to get moved out of the house the Highway Commission is purchasing.

Would you please expedite this matter.

Yours very truly,

(Sgd) Claud H. Giles
Claud H.Giles

CHG-p

ASSIG T No. 924
wcw

RIPTION: Letter of 11-30-48 from J. W. DeSouza with reference to Arnold H. Miller property in Govt. Lots 5 & 6, on Delmar-Chrome Plant Section, Oregon Coast Highway.

DATE: 12-1-48 ASSIGNED TO: H. G. SMITH

☒ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ____________
☐ ____________________________________

REPORT RECEIVED: 12-24-48

REMARKS:

FORM E-30 15M 9-46 20682

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1948

SUBJECT: R 15097 A

To: Mr. W. C. Williams
Assistant State Highway Engineer

Office

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Williams:

Reference is made to the Arnold H. Miller property in Government Lots 5 and 6 on the Delmar-Chrome Plant Section of the Oregon Coast Highway in Coos County.

We are purchasing right of way across Government Lot 5 and also acquiring all of Lots 6. The option, however, provides for the owners reserving the right for a connection road between the Oregon Coast Highway and the balance of their property in Government Lot 7. In order to include this reservation in the deed it will be necessary that we have information regarding the point of connection with the Oregon Coast Highway, the general course and direction of the private road to be constructed and the necessary width of the easement. I understand that one of the Engineers at Coos Bay, possibly Mr. Gall, went over the situation with the owners so that I think the matter is clearly understood in the field.

NOTED
W. C. WILLIAMS

It is requested that an effort be made to expedite the supplying of the information as much as possible as the entire residence property is being purchased to avoid the possibility of damages on account of slides and we should make every effort to close it as promptly as possible.

In a communication from Mr. Claud H. Giles, who represents the owners in the matter, a complaint was made to the effect that the present approach to the property has not been properly gravelled so as to afford suitable ingress and egress. I think this should be taken care of even though we will eventually sell the house. Whether or not this would be a permanent part of the road to Government Lot 7 is something I do not know.

Very truly yours,

J. M. DEVERS

By J.W. DeSouza
J.W.DeSouza
Assistant Counsel

JWD:MA
(In triplicate)
cc - Mr. Harry G. Reeder

RECEIVED

FOR FILING

F-172 (4)

December 22, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of December 16, we are sending under separate cover four copies of agreement with the Southern Pacific Company covering encroachment on their right of way by Project No. F-172 (4), Delmar-Coaledo Section.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMS:cw

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

December 16, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As we have not received copies of the agreement covering the railroad encroachments on Oregon Project No. F-172(4), Delmar - Coaledo Section of the Oregon Coast Highway, preparation of the project agreement as requested in your letter of December 10 must be deferred until they are submitted.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
DEC 17 1948
OREGON
STATE HIGHWAY COMMISSION

December 10, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of December 9, we are enclosing six copies of revised estimate as basis for project agreement for the Delmar-Coalede Section, Project No. F-172 (4).

The copies sent to you previously, dated November 26, are incorrect and should be destroyed. It appears the station to station description and lengths of the 4-lane and 2-lane pavements as given in the P. S. & E. estimate of May 3 was inadvertently used instead of the revised P. S. & E. estimate of May 5.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

December 9, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

At the time the P.S.& E. for Oregon Project No. F-172(4), Delmar-Coaledo Section of the Oregon Coast Highway were recommended for approval, the plans had been revised to exclude any improvement of the portion of the south bound lanes between Station 475 and 501 where the sight distance was somewhat short, until sufficient funds were available and traffic volume required the revision of the grade line in this area.

However, on the project agreement estimate, it is noted that the length of the 4-lane portion of the project has been increased by extending it back to Station 499. Will you please advise us of the reason for this change and submit revised plan sheets if necessary?

Action on the project agreement will be deferred pending receipt of your reply.

Very truly yours,

478

T. M. Davis
T. M. DAVIS
District Engineer

Jim

RECEIVED
1948
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department

Federal Aid Project No. F-172 (4)

DELMAR-COALEDO SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 10, 1948

Code No. 6201
4-Lane Pavement (Sta. 429+40 to 473+50) (Sta. 502+00 to 569+50)
(Contract No. 3057)

All Required		Clearing and Grubbing (75%)		$ 37,500.00
2,800	sq. yds.	Removal of Pavement	$ 1.30	3,640.00
1,620	cu. yds.	Structural Excavation, Unclassified	4.50	7,290.00
230	cu. yds.	Trench Excavation, Unclassified	2.50	575.00
328,000	cu. yds.	General Excavation, Unclassified	0.38	124,640.00
1,117,000	yd. stas.	Short Overhaul	0.015	16,755.00
21,000	C-yd. Sta.	Long Overhaul	0.40	8,400.00
2.11	miles	Finishing Roadbed and Slopes	650.00	1,371.50
9,000	lin. ft.	Rounding Cutbanks	0.30	2,700.00
2,800	lin. ft.	8" Perf. Metal Drain Pipe, Coated	2.00	5,600.00
300	lin. ft.	12" Concrete Pipe	2.00	600.00
1,680	lin. ft.	18" Concrete Pipe	3.00	5,040.00
350	lin. ft.	24" Concrete Pipe	4.00	1,400.00
160	lin. ft.	Extra for Installing Pipe Under Pavement	3.00	480.00
460	cu. yds.	Rock or Gravel Backfill in Drains	5.00	2,300.00
2	only	Concrete Inlets	150.00	300.00
70	cu. yds.	Class "A" Concrete	60.00	4,200.00
12,000	lbs.	Metal Reinforcement	0.15	1,800.00
60	cu. yds.	Cement Rubble Masonry	60.00	3,600.00
100	only	Wood Sight Posts	7.00	700.00
17,700	cu. yds.	2½" - 0" Material in Base	3.50	61,950.00
4,400	cu. yds.	3/4" - 0" Material in Base and Shoulders	4.00	17,600.00
600	M-Gals.	Sprinkling	3.00	1,800.00
470	cu. yds.	3/4" - 0" Material in Binder Course	5.00	2,350.00
68	tons	Furnish and Placing RC-3 Asphalt in Binder Course	50.00	3,400.00
17,600	tons	Class "B" Asphaltic Concrete	8.50	149,600.00
1,050	only	Asphaltic Concrete, Traffic Markers	2.50	2,625.00
			Subtotal	$468,216.50
			10% Engr. & Cont.	46,821.65
			Total	$515,038.15

Length of Roadway	2.112 miles
Length of Bridge	.011 miles
Length of Overcrossing Structure (Exemption)	.034 miles
Total Length	2.157 miles
Cost Per mile Roadway	$243,862.76

Code No. 6201
2-Lane Pavement (Sta. 473+50 to 501+00)
(Contract No. 3057)

All Required		Clearing and Grubbing (15%)		$ 7,500.00
180	cu. yds.	Structural Excavation, Unclassified	$ 4.50	810.00
60	cu. yds.	Trench Excavation, Unclassified	2.50	150.00
46,000	cu. yds.	General Excavation, Unclassified	0.38	17,480.00
6,000	yd. stas.	Short Overhaul	0.015	90.00
0.52	mile	Finishing Roadbed and Slopes	650.00	338.00
2,400	lin. ft.	Rounding Cutbanks	0.30	720.00
150	lin. ft.	10" Perforated Metal Drain Pipe, Coated	2.50	375.00
220	lin. ft.	18" Concrete Pipe	3.00	660.00
150	lin. ft.	30" Concrete Pipe	6.00	900.00
40	cu. yds.	Rock or Gravel Backfill in Drains	5.00	200.00
2,000	cu. yds.	2½" - 0" Material in Base	3.50	7,000.00
500	cu. yds.	3/4" - 0" Material in Base and Shoulders	4.00	2,000.00
60	M-Gals.	Sprinkling	3.00	180.00
80	cu. yds.	3/4" - 0" Material in Binder Course	5.00	400.00
12	tons	Furnish and Place MC-3 Asphalt in Binder Course	50.00	600.00
1,800	tons	Class "B" Asphaltic Concrete	8.50	15,300.00
			Subtotal	$ 54,703.00
			10% Engr. & Cont.	5,470.30
			Total	$ 60,173.30

Length 0.521 mile
Cost per mile $115,495.77

Manning Slough Bridge (Sta. 451+12.5 to 451+72.5)
Code No. X021 (Contract No. 3026)

15	cu. yds.	Structural Excavation	$ 8.00	$ 120.00
2,400	lin. ft.	Furnish Treated Piling	1.25	3,000.00
40	only	Drive Piles	85.00	3,400.00
175	cu. yds.	Class "A" Concrete	90.00	15,750.00
36,000	lbs.	Metal Reinforcement	0.16	5,760.00
140	lin. ft.	Metal Handrail	16.00	2,240.00
All Required		Maintenance of Traffic and Remove Old Bridge		4,000.00
			Subtotal	$ 34,270.00
			Lump Sum Reduction	10,000.00
				$ 24,270.00

Length of Bridge .011 mile

SUMMARY OF FUNDS

	Total Cost	Federal Aid Funds	State Funds
4-lane pavement	$515,038.15	$288,671.00	$226,367.15
2-lane pavement	60,173.30	33,726.00	26,447.30
Bridge	24,270.00	13,603.00	10,667.00
	$599,481.45	$336,000.00	$263,481.45

State Funds for Constr: Chap 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maint: Chap. 529, Laws 1939

Oregon State Highway Department   Federal Aid Project No. F-172 (4)

DELMAR-COALEDO SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

35

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 16, 1948

4-lane Pavement (Sta. 429+40 to 473+50)
(Sta. 501+00 to 569+50)

All Required		Clearing and Grubbing (75%)		$ 30,000.00
2,800	sq. yds.	Removal of Pavement	$ 0.60	1,680.00
1,620	cu. yds.	Structural Excavation, Unclassified	3.00	4,860.00
230	cu. yds.	Trench Excavation, Unclassified	3.00	690.00
328,000	cu. yds.	General Excavation, Unclassified	0.45	147,600.00
1,117,000	yd. stas.	Short Overhaul	0.02	22,340.00
21,000	C-yd. stas.	Long Overhaul	0.50	10,500.00
2.11	miles	Finishing Roadbed and Slopes	600.00	1,266.00
9,000	lin. ft.	Rounding Outbanks	0.15	1,350.00
2,800	lin. ft.	8" Perf. Metal Drain Pipe, Coated	1.30	3,640.00
300	lin. ft.	12" Concrete Pipe	2.00	600.00
1,680	lin. ft.	18" Concrete Pipe	3.00	5,040.00
350	lin. ft.	24" Concrete Pipe	4.50	1,575.00
160	lin. ft.	Extra for Installing Pipe Under Pavement	1.50	240.00
460	cu. yds.	Rock or Gravel Backfill in Drains	4.00	1,840.00
2	only	Concrete Inlets	60.00	120.00
70	cu. yds.	Class "A" Concrete	55.00	3,850.00
12,000	lbs.	Metal Reinforcement	0.10	1,200.00
60	cu. yds.	Cement Rubble Masonry	30.00	1,800.00
100	only	Wood Sight Posts	6.00	600.00
17,700	cu. yds.	3" - 0" Material in Base	4.00	70,800.00
4,400	cu. yds.	3/4" - 0" Material in Base and Shoulders	4.00	17,600.00
600	M-gals.	Sprinkling	3.00	1,800.00
470	cu. yds.	3/4" - 0" Material in Binder Course	5.00	2,350.00
68	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	2,720.00
17,600	tons	Class "B" Asphaltic Concrete	8.50	149,600.00

1,050	only	Asphaltic Concrete Traffic Markers	$ 0.50	$ 525.00
		Subtotal		$486,186.00
		10% Engr. & Cont.		48,618.60
		Total		$534,804.50

Length of Roadway	2.112 miles
Length of Overcrossing Structure (Exception)	.034 mile
Cost per mile	$253,226.82

2-lane Pavement (Sta. 473+50 to 501+00)

All Required		Clearing and Grubbing (15%)		$ 6,000.00
180	cu. yds.	Structural Excavation, Unclassified	$ 3.00	540.00
60	cu. yds.	Trench Excavation, Unclassified	3.00	180.00
46,000	cu. yds.	General Excavation, Unclassified	0.45	20,700.00
6,000	yd. stas.	Short Overhaul	0.02	120.00
0.52	mile	Finishing Roadbed and Slopes	600.00	312.00
2,400	lin. ft.	Rounding Cutbanks	0.15	360.00
150	lin. ft.	10" Perf. Metal Drain Pipe, Coated	1.50	225.00
220	lin. ft.	18" Concrete Pipe	3.00	660.00
150	lin. ft.	30" Concrete Pipe	7.00	1,050.00
40	cu. yds.	Rock or Gravel Backfill in Drains	4.00	160.00
2,000	cu. yds.	3" - 0" Material in Base	4.00	8,000.00
500	cu. yds.	3/4" - 0" Material in Base and Shoulders	4.00	2,000.00
60	M-gals.	Sprinkling	3.00	180.00
80	cu. yds.	3/4" - 0" Material in Binder Course	5.00	400.00
12	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	480.00
1,800	tons	Class "B" Asphaltic Concrete	8.50	15,300.00
		Subtotal		$ 56,667.00
		10% Engr. & Cont.		5,666.70
		Total		$ 62,333.70

Length	0.521 mile
Cost per mile	$119,642.41

Henning Slough Bridge (Sta. 451+12.5 to 451+72.5)

15	cu. yds.	Structural Excavation	$ 6.00	$ 90.00
2,400	lin. ft.	Furnish Treated Piling	1.50	3,600.00
40	only	Drive Piles	50.00	2,000.00
175	cu. yds.	Class "A" Concrete	65.00	11,375.00
36,000	lbs.	Metal Reinforcement	0.12	4,320.00
140	lin. ft.	Metal Handrail	10.00	1,400.00
All Required		Maintenance of Traffic and Remove Old Bridge		3,000.00
			Subtotal	$ 25,785.00
			10% Engr. & Cont.	2,578.50
			Total	$ 28,363.50

Length of Bridge .011 mile

SUMMARY OF FUNDS

Item	Total Cost	Federal-aid Funds	State Funds
4-lane Pavement	$534,804.50	$287,280.00	$247,524.50
2-lane Pavement	62,333.70	33,484.00	28,849.70
Bridge	28,363.50	15,236.00	13,127.50
	$625,501.70	$336,000.00	$289,501.70

December 6, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Delmar-Coaledo Section, Project No. F-172 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

March 24, 1948

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement for the Delmar-Coaledo Section, Project No. F-172 (4).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department Federal Aid Project No. F-172 (4)

[illegible]-COALEDO SECTION OF THE
OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 24, 1948

Roadway (Sta. 424+40 to 563+50)

All Required		Clearing and Grubbing (90%)		$ 36,000.00
2,800	sq. yds.	Removal of Pavement	$ 0.60	1,680.00
2,300	cu. yds.	Structural Excavation, Unclassified	3.00	6,900.00
320	cu. yds.	Trench Excavation, Unclassified	3.00	960.00
375,000	cu. yds.	General Excavation, Unclassified	0.35	131,250.00
1,123,000	yd. stas.	Short Overhaul	0.02	22,460.00
21,000	C-yd. stas.	Long Overhaul	0.50	10,500.00
2.63	miles	Finishing Roadbed and Slopes	600.00	1,578.00
11,400	lin. ft.	Rounding Cutbanks	0.15	1,710.00
2,800	lin. ft.	8" Perforated Metal Drain Pipe, Coated	1.30	3,640.00
150	lin. ft.	10" Perforated Metal Drain Pipe, Coated	1.50	225.00
300	lin. ft.	12" Concrete Pipe	2.00	600.00
2,000	lin. ft.	18" Concrete Pipe	3.00	6,000.00
350	lin. ft.	24" Concrete Pipe	4.50	1,575.00
280	lin. ft.	30" Concrete Pipe	7.00	1,960.00
200	lin. ft.	Extra for Installing Pipe Under Pavement	1.50	300.00
500	cu. yds.	Rock or Gravel Backfill in Drains	4.00	2,000.00
2	only	Concrete Inlets	60.00	120.00
70	cu. yds.	Class "A" Concrete	55.00	3,850.00
12,000	lbs.	Metal Reinforcement	0.10	1,200.00
60	cu. yds.	Cement Rubble Masonry	30.00	1,800.00
100	only	Wood Sight Posts	6.00	600.00
21,100	cu. yds.	3" - 0" Material in Base	4.00	84,400.00
5,000	cu. yds.	3/4" - 0" Material in Base and Shoulders	4.00	20,000.00
660	M-gals.	Sprinkling	3.00	1,980.00
600	cu. yds.	3/4" - 0" Material in Binder Course	5.00	3,000.00
90	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	3,600.00

20,900	tons	Class "B" Asphaltic Concrete	$ 8.00	$167,200.00
1,050	only	Traffic Markers	0.50	525.00
		Subtotal		$517,613.00
		10% Engr. & Cont.		51,761.30
		Total		$569,374.30

Length of Roadway	2.628 miles
Length of 1 Bridge	.012 mile
Length of Overcrossing (Exception)	.013 mile
Total Length	2.653 miles
Cost per mile, Roadway	$216,656.88

Federal Funds- -	$170,000.00
State Funds- -	399,374.30
	$569,374.30

Oregon State Highway Department Federal Aid Project No. F-172 (4)

DELMAR-COALEDO SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 3, 1948

4-lane Pavement (Sta. 429+40 to 473+50)
(~~Sta. 477+00~~ to 369+50)
(Sta 501+00

All Required		Clearing and Grubbing (75%)		$ 30,000.00
2,800	sq. yds.	Removal of Pavement	$ 0.60	1,680.00
1,620	cu. yds.	Structural Excavation, Unclassified	3.00	4,860.00
230	cu. yds.	Trench Excavation, Unclassified	3.00	690.00
328,000	cu. yds.	General Excavation, Unclassified	0.35	114,800.00
1,117,000	yd. stas.	Short Overhaul	0.02	22,340.00
21,000	C-yd. stas.	Long Overhaul	0.50	10,500.00
2.11 ~~2.15~~	miles	Finishing Roadbed and Slopes	600.00	~~1,290.00~~ 1266.00
9,000	lin. ft.	Rounding Cutbanks	0.15	1,350.00
2,800	lin. ft.	8" Perf. Metal Drain Pipe, Coated	1.30	3,640.00
300	lin. ft.	12" Concrete Pipe	2.00	600.00
1,680	lin. ft.	18" Concrete Pipe	3.00	5,040.00
350	lin. ft.	24" Concrete Pipe	4.50	1,575.00
160	lin. ft.	Extra for Installing Pipe Under Pavement	1.50	240.00
460	cu. yds.	Rock or Gravel Backfill in Drains	4.00	1,840.00
2	only	Concrete Inlets	60.00	120.00
70	cu. yds.	Class "A" Concrete	55.00	3,850.00
12,000	lbs.	Metal Reinforcement	0.10	1,200.00
60	cu. yds.	Cement Rubble Masonry	30.00	1,800.00
100	only	Wood Sight Posts	6.00	600.00
17,700	cu. yds.	3" - 0" Material in Base	4.00	70,800.00
4,400	cu. yds.	3/4" - 0" Material in Base and Shoulders	4.00	17,600.00
600	M-gals.	Sprinkling	3.00	1,800.00
470	cu. yds.	3/4" - 0" Material in Binder Course	5.00	2,350.00
68	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	2,720.00
17,600	tons	Class "B" Asphaltic Concrete	8.00	140,800.00

1,050	only	Asphaltic Concrete Traffic Markers	$ 0.50	$ 525.00	
		Subtotal		~~$444,610.00~~	444586.00
		10% Engr. & Cont.		~~44,461.00~~	44458.6
		Total		~~$489,071.00~~	489044.60

Length of Roadway	2.112	~~2.150~~ miles
Length of Bridge		.011 mile
Length of Overcrossing Structure (Exception)		.034 mile
Total Length	2.157	~~2.195~~ miles
Cost per mile		~~$227,474.08~~ 221,555.70

501+01

2-lane Pavement (Sta. 473/50 to 499/00)

All Required		Clearing and Grubbing (15%)		$ 6,000.00	
180	cu. yds.	Structural Excavation, Unclassified	$ 3.00	540.00	
60	cu. yds.	Trench Excavation, Unclassified	3.00	180.00	
46,000	cu. yds.	General Excavation, Unclassified	0.35	16,100.00	
6,000	yd. stas.	Short Overhaul	0.02	120.00	
.52 ~~0.48~~	mile	Finishing Roadbed and Slopes	600.00	~~288.00~~	312.00
2,400	lin. ft.	Rounding Cutbanks	0.15	360.00	
150	lin. ft.	10" Perf. Metal Drain Pipe, Coated	1.50	225.00	
220	lin. ft.	18" Concrete Pipe	3.00	660.00	
150	lin. ft.	30" Concrete Pipe	7.00	1,050.00	
40	cu. yds.	Rock or Gravel Backfill in Drains	4.00	160.00	
2,000	cu. yds.	3" - 0" Material in Base	4.00	8,000.00	
500	cu. yds.	3/4" - 0" Material in Base and Shoulders	4.00	2,000.00	
60	M-gals.	Sprinkling	3.00	180.00	
80	cu. yds.	3/4" - 0" Material in Binder Course	5.00	400.00	
12	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	480.00	
1,800	tons	Class "B" Asphaltic Concrete	8.00	14,400.00	
		Subtotal		~~$ 51,143.00~~	51167.00
		10% Engr. & Cont.		~~5,114.30~~	5116.70
		Total		~~$ 56,257.30~~	56283.70

Length	.521	~~0.483~~ mile
Cost per mile		~~$116,474.74~~

$ 108,003.01

SUMMARY OF FUNDS

Item	Total Cost		Federal-aid Funds		State Funds	
4-lane Pavement	~~$489,071.00~~	489044.60	~~$252,462.00~~	269037.00	~~$236,609.00~~	220,007.60
2-lane Pavement	~~56,257.30~~	56283.70	~~17,538.00~~	30963.00	~~38,719.30~~	25320.70
	$545,328.30		~~$270,000.00~~ 300,000.00		~~$275,328.30~~ 245328.30	

336
170
166,

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

REFERRED TO
Rubert

March 12, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. Rubert.

Dear Sir:

Herewith for Mr. Williams' information, is copy of Form PR-9 as signed by him in Portland yesterday for program revision in the case of Oregon Project F-172(4), Manning Slough - Coaledo Section of the Oregon Coast Highway.

The form was revised in this office and supersedes original Form PR-9 submitted by you, copy of which is also attached.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

Encl.

RECEIVED
MAR 16 1948
STATE HIGHWAY COMMISSION

March 12, 1940.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Herewith for Mr. Williams' information, is copy of Form PR-9 as signed by him in Portland yesterday for program revision in the case of Oregon Project F-17B(4), Manning Slough - Seaside Section of the Oregon Coast Highway.

The form was revised in this office and supersedes original Form PR-9 submitted by you, copy of which is also attached.

Very truly yours,

T. H. DAVIS
District Engineer.

Encl.

March 10, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing eight copies of form PR-9 covering program change for the Delmar-Coaledo Section, Project No. F-172(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

JWM:md

t Sent
to TMD

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

March 10, 1948
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

1948 F. Y. Federal-aid Highway Program
(Previous Program)

(Date of Approval)

COUNTY Coos

FA or FAS Route No. FA 2

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	9	F-172(4)	8 mi. S. of Coos Bay to 15 mi. S. Coos-Douglas Co. Line	Survey-Plans					Gr. Dr. Bridge, 4-lane high type pavement
				Right-of-Way					
				Construction	$400,000	$186,000	$214,000		
				Total	$400,000	$186,000	$214,000	3.70	
Requested Revision	9	F-172(4)	Delmar to Coaledo	Survey-Plans					Gr. Dr. Bridge 4-lane high type pavement
				Right-of-Way					
				Construction					
				Total	$620,000	$336,000		2.62	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change:

Costs higher than originally estimated.

Recommended for approval ______ District Engineer ______ (date)

Recommended: ______ Division Engineer ______ (date)

Approval Requested ______ State Highway Engineer 3/10/48 (date)

Approved: ______ Acting Commissioner ______ (date)

P-7868

July 23, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, six copies each of pages 15, 16 and 16a of the special provisions for the Delmar-Coaledo Section, Project No. F-172 (4).

The quarry site on the Coos Bay-Roseburg Highway at Mile Point 4.53 formerly listed under the heading "Acceptable Source of Rock" is now listed under the heading "Prospective Sources of Material."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

RA/gs

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

July 23, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. F-172(4), Delmar-Coaledo Section of the Oregon Coast Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence of award will be withheld until all right-of-way or satisfactory rights-of-entry have been obtained.

Your estimate dated July 16, 1948 lists 2,000 cu. yds. 3"-0" material in base, whereas the proposal shows 2-1/2" - 0". The estimate has been corrected to agree with the proposal.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
JUL 2[illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

July 23, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. F-172(4), Delake-Oceanlake Section of the Oregon Coast Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence of award will be withheld until all right-of-way or satisfactory rights-of-entry have been obtained.

Your estimate dated July 16, 1948 lists 2,000 cu. yds. 5"-6" material in base, whereas the proposal shows 2-1/2" - 6". The estimate has been corrected to agree with the proposal.

Very truly yours,

T. M. DAVIS
District Engineer.

July 16, 1948

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Manning Slough Bridge, Project No. F-172 (4).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

JHN/gs

Encl.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

May 7, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. F-172(4), Delmar-Coaledo Section of the Oregon Coast Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please submit copies of the agreement with the railroad covering the right-of-way encroachments prior to or with your request for preparation of the project agreement.

Concurrence in award will be withheld until all right-of-way or satisfactory rights-of-entry have been obtained.

Page 13 of the special provisions has been corrected to show the masonry wall as beginning at Station 466+30. ✓

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
MAY 10 1948
OREGON
STATE HIGHWAY COMMISSION

(7)

Oregon State Highway Department Federal Aid Project No. F-172 (4)

DELMAR-COALEDO SECTION OF THE
OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, ~~May~~ June 5, 1948

4-lane Pavement (Sta. 429+40 to 473+50)
(Sta. 501+00 to 569+50)

All Required	Clearing and Grubbing (75%)		$ 30,000.00
2,800 sq. yds.	Removal of Pavement	$ 0.60	1,680.00
1,620 cu. yds.	Structural Excavation, Unclassified	3.00	4,860.00
230 cu. yds.	Trench Excavation, Unclassified	3.00	690.00
328,000 cu. yds.	General Excavation, Unclassified	0.45 ~~0.35~~	~~114,800.00~~ 147,600.00
1,117,000 yd. stas.	Short Overhaul	0.02	22,340.00
21,000 C-yd. stas.	Long Overhaul	0.50	10,500.00
2.11 miles	Finishing Roadbed and Slopes	600.00	1,266.00
9,000 lin. ft.	Rounding Cutbanks	0.15	1,350.00
2,800 lin. ft.	8" Perf. Metal Drain Pipe, Coated	1.30	3,640.00
300 lin. ft.	12" Concrete Pipe	2.00	600.00
1,680 lin. ft.	18" Concrete Pipe	3.00	5,040.00
350 lin. ft.	24" Concrete Pipe	4.50	1,575.00
160 lin. ft.	Extra for Installing Pipe Under Pavement	1.50	240.00
460 cu. yds.	Rock or Gravel Backfill in Drains	4.00	1,840.00
2 only	Concrete Inlets	60.00	120.00
70 cu. yds.	Class "A" Concrete	55.00	3,850.00
12,000 lbs.	Metal Reinforcement	0.10	1,200.00
60 cu. yds.	Cement Rubble Masonry	30.00	1,800.00
100 only	Wood Sight Posts	6.00	600.00
17,700 cu. yds.	3" - 0" Material in Base	4.00	70,800.00
4,400 cu. yds.	3/4" - 0" Material in Base and Shoulders	4.00	17,600.00
600 M-gals.	Sprinkling	3.00	1,800.00
470 cu. yds.	3/4" - 0" Material in Binder Course	5.00	2,350.00
68 tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	2,720.00
17,600 tons	Class "B" Asphaltic Concrete	8.50 ~~8.00~~	~~140,800.00~~ 147,600.00

to PRA
small quants.
5/6/47

1,050	only	Asphaltic Concrete Traffic Markers	$ 0.50	$ 525.00	
		Subtotal		~~$444,586.00~~	486186.00
		10% Engr. & Cont.		~~44,458.60~~	48618.60
		Total		~~$489,044.60~~	534,804.50

Length of Roadway	2.112 miles
~~Length of Bridge~~	~~.011 mile~~
Length of Overcrossing Structure (Exception)	.034 mile
~~Total Length~~	~~2.157 miles~~
Cost per mile	~~$231,555.20~~ $253,221.82

2-lane Pavement (Sta. 473+50 to 501+00)

All Required		Clearing and Grubbing (15%)		$ 6,000.00	
180	cu. yds.	Structural Excavation, Unclassified	$ 3.00	540.00	
60	cu. yds.	Trench Excavation, Unclassified	3.00	180.00	
46,000	cu. yds.	General Excavation, Unclassified	~~0.35~~ 0.45	~~16,100.00~~	20,700.00
6,000	yd. stas.	Short Overhaul	0.02	120.00	
0.52	mile	Finishing Roadbed and Slopes	600.00	312.00	
2,400	lin. ft.	Rounding Cutbanks	0.15	360.00	
150	lin. ft.	10" Perf. Metal Drain Pipe, Coated	1.50	225.00	
220	lin. ft.	18" Concrete Pipe	3.00	660.00	
150	lin. ft.	30" Concrete Pipe	7.00	1,050.00	
40	cu. yds.	Rock or Gravel Backfill in Drains	4.00	160.00	
2,000	cu. yds.	3" - 0" Material in Base	4.00	8,000.00	
500	cu. yds.	3/4" - 0" Material in Base and Shoulders	4.00	2,000.00	
60	M-gals.	Sprinkling	3.00	180.00	
80	cu. yds.	3/4" - 0" Material in Binder Course	5.00	400.00	
12	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	480.00	
1,800	tons	Class "B" Asphaltic Concrete	8.50 ~~8.00~~	~~14,400.00~~	15300.00
		Subtotal		~~$ 51,167.00~~	56667.00
		10% Engr. & Cont.		~~5,116.70~~	5,666.70
		Total		~~$ 56,283.70~~	62,333.70

Length	0.521 mile
Cost per mile	~~$108,033.01~~ $119,642.41

SUMMARY OF FUNDS

Item	Total Cost	Federal-aid Funds	State Funds
4-lane Pavement	$489,044.60	$269,037.00	$220,007.60
2-lane Pavement	56,283.70	30,963.00	25,320.70
	$545,328.30	$300,000.00	$245,328.30

DELMAR-COALEDO SECTION

PROJECT NO. F-172 (4)

While negotiations for rights of way are in progress three parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed all necessary rights of way can be made fully available within twenty days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 3, 1948

(5)

DELMAR-COALEDO SECTION

PROJECT NO. F-172(4)

While negotiations for rights of way are in progress three ~~twelve~~ parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed all necessary rights of way can be made fully available within Twenty ~~twenty-five~~ days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

~~March 24, 1948~~

PR-9

PUBLIC ROADS ADMINISTRATION

REQUEST FOR APPROVAL OF INDIVIDUAL PROGRAM CHANGE

COMMISSIONER:
ATTENTION—PROGRAM SECTION

March 10, 1948
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal-aid Highway Program (1946)
(Previous program)

July 2, 1947
(Date of approval)

County Coos

FA or ~~FAS~~ Route No. FA 2

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				CLASS OF WORK	TOTAL COST	FEDERAL FUNDS	STATE FUNDS		
Item as now programmed	5	F-172(1)	8 Mi. S. of Coos Bay to 1.5 mi. South of Coquille	Survey plans					Gr. Dr. Bridge, 4-lane high type pavement
				Right-of-way					
				Construction	$400,000	($186,000)	($214,000)		
				Total	$400,000	($186,000)	($214,000)	3.70	
Requested revision	5	F-172(1)	8 Mi. S. of Coos Bay to 0.4 mi. S. of Coquille	Survey plans					Gr. Dr. Bridge 4-lane high type pavement
				Right-of-way					
				Construction	$650,000	($336,000)	($314,000)		
				Total	$650,000	($336,000)	($314,000)	2.62	

Program balance subsequent to approval of this and previously recommended changes is: $ 150,000

Reason for change: Costs higher than originally estimated

Recommended for approval [illegible]
District Engineer.

March 12, 1948
(Date)

Recommended:
Division Engineer.
(Date)

Approval Requested

Ass't to State Highway Engr.

March 11, 1948
(Date)

Approved:
Acting Commissioner.
(Date)

P-5000

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

March 10, 1948
(Date)

The following major program change of the individual project is requested:

Oregon (State)

1948 F. Y. Federal-aid Highway Program (Previous Program)

(Date of Approval)

COUNTY Coos

FA or FAS Route No. FA 2

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	5	F-172(4)	8 mi. S. of Coos Bay to 15 mi. S. Coos-Douglas Co. Line	Survey-Plans					Gr. Dr. Bridge, 4-lane high type pavement
				Right-of-Way					
				Construction	$400,000	$186,000	$214,000		
				Total	$400,000	$186,000	$214,000	3.70	
Requested Revision	5	F-172(4)	Delmar to Coaledo	Survey-Plans					Gr. Dr. Bridge 4-lane high type pavement
				Right-of-Way					
				Construction					
				Total	$650,000	$336,000		2.62	

Approved

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change:

Costs higher than originally estimated.

Recommended for approval ______ District Engineer ______ (date) Recommended: ______ Division Engineer ______ (date)

P-3868

Approval Requested Asst State Highway Engineer 3/10/48 (date) Approved: ______ Acting Commissioner ______ (date)

RECEIVED
DEC 20 1948
FOR FILING
F-172(4)
3057

Cross Referenced To:
UI-161(13)
3033

Cross Referenced To:
L-1112
3058

December 15, 1948

REFERRED TO
Query
BY SECRETARY
Oviatt

NOTED
QUERY

Eugene Branch
The United States National Bank
of Portland
Eugene, Oregon

Attention: Mr. C. E. Lombard

Dear Mr. Lombard:

This note is to inform you that the State Highway Commission is now processing for immediate payment Estimate No. 5 of State Highway Contract No. 3033 awarded to Del R. Beebe Construction Company for construction of the Eugene (High Street-Walnut Street) Section of the Pacific Highway, in Eugene. This payment is for work performed by the contractor during the month ending December 10, 1948, and is in the amount of $35,501.65.

Some time ago you forwarded to this office assignments to you of amounts due the Beebe Construction Company in connection with the above-mentioned contract No. 3033 and in connection with Contracts Nos. 3057 and 3058 covering work performed by the Del R. Beebe Construction Company for the month ending November 10, 1948, on the Delmar-Coaledo and Coaledo-Chrome Plant Sections of the Oregon Coast Highway, in Coos County.

We could not honor these assignments because we were not furnished with letters from the contractor's surety consenting to the assignments without prejudice to the bond, so the warrants covering these payments were all delivered to the bank pursuant to instructions from Del R. Beebe Construction Company in its letter to the State Highway Commission dated November 19, 1948.

Our interpretation of Mr. Beebe's letter of November 19 is that it refers only to the three above-mentioned payments and does not carry over or apply to subsequent payments. Accordingly, unless we receive instructions to the contrary from the Del R. Beebe Construction Company, all warrants covering future payments in connection with all three of the above-mentioned projects will be mailed direct to the Del R. Beebe Construction Company.

In the event it is the wish of the contractor that these warrants be mailed to the Eugene Branch of The United States National Bank of Portland, we shall be pleased to comply with his written request to do so. The warrant for the current payment for the Eugene job should be ready to deliver within the next week or ten days, so we should have our instructions prior to that time if the warrant is to be delivered to someone other than Del E. Beebe Construction Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:cc

cc - Del E. Beebe Construction Company
Mr. Malcolm E. Hawke (2)

[illegible]
12-15-48

Cont. #3033 — Expense-

Ex. #5 — $

work table. 10

Write back—
cc Beebe

RECEIVED
DEC 14 1948
FOR FILING

F-172(4)

December 10, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of December 9, we are enclosing six copies of revised estimate as basis for project agreement for the Delmar-Coalede Section, Project No. F-172 (4).

The copies sent to you previously, dated November 26, are incorrect and should be destroyed. It appears the station to station description and lengths of the 4-lane and 2-lane pavements as given in the P. S. & E. estimate of May 3 was inadvertently used instead of the revised P. S. & E. estimate of May 5.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN/gs

Encl.

RECEIVED
[illegible]
FOR FILING
[illegible]
3057

Files

December 8, 1948

Mr. C. E. Lombard
Assistant Vice President
The United States National Bank
of Portland, Eugene Branch
Eugene, Oregon

II-161 (13)
3033

6-1112
3058

Dear Mr. Lombard:

There is being mailed to you today by separate mail by the Auditing Department two warrants covering payments to Del R. Beebe Construction Company for work performed for the State Highway Commission under State Highway Contracts Nos. 3057 and 3058 for grading and paving work on the Delmar-Coaledo and the Coaledo-Chrome Plant Sections of the Oregon Coast Highway, in Coos County.

The number of the warrant covering payment in connection with Contract No. 3057 is 339784 and the amount of the warrant is $27,409.83. The warrant for work performed under Contract No. 3058 is numbered 339785 and is in the amount of $63,792.49.

These warrants are being forwarded to the Eugene Branch of The United States National Bank of Portland pursuant to written instructions from Del R. Beebe Construction Company contained in their letter of November 19, 1948, directed to the State Highway Commission.

The assignments for both of these payments, heretofore executed by Del R. Beebe Construction Company, are hereby declared null and void because they have not been consented to by the surety on the bond furnished by the contractor in connection with these jobs.

Future payments in connection with both of these contracts will be mailed to the Eugene Branch of The United States National Bank of Portland as instructed by the contractor in the above-mentioned letter of November 19. This procedure will be followed until we have different instructions from the contractor.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MBC:ee

cc - Mr. Floyd Query
Mr. Malcolm H. Hawke (2)
Del R. Beebe Construction Company

NOTED ON CARD
12-3-48

IVED
DEC 10 1948
FOR FILING

November 30, 1948

Mr. C. E. Lombard
Assistant Vice President
The United States National Bank
of Portland
Eugene Branch
Eugene, Oregon

Dear Mr. Lombard:

I acknowledge receipt of your letter of November 26 and the enclosed assignments, in duplicate, from Del R. Beebe Construction Company to The United States National Bank of Portland, Eugene Branch of the sum of $27,509.23, representing the amount due this contractor under Estimate No. 3, Contract No. 3052, for grading and paving the Delmar-Coaledo Section of the Oregon Coast Highway, in Coos County; and of the sum of $63,792.49, representing the amount due the contractor under Estimate No. 3, Contract No. 3058, for grading and paving the Coaledo-Chrome Plant Section of the Oregon Coast Highway, in Coos County.

We shall be pleased to honor these assignments upon receipt of a letter from the surety on the bond furnished by Del R. Beebe Construction Company in connection with each of these jobs consenting thereto without prejudice to the bonds.

In the event we do not receive consent of the surety by the time the warrants are ready to deliver to the contractor, we will forward them to the bank, pursuant to previous instructions received from Mr. Beebe.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo

cc - Mr. Floyd Query
Mr. Malcolm H. Hawke (2)

Del R. Beebe Construction Co.
1391 W. Second Street
Eugene, Oregon

NOTED ON CARD
11-30-48

Warrants sent to Bank 12/6/48

3058 — Est 3 - #339785 - $63,792.49

3057 — Est 1 - #339784 - $27,409.23

November 30, 1948

Mr. C. E. Lombard
Assistant Vice President
The United States National Bank
of Portland
Eugene Branch
Eugene, Oregon

Dear Mr. Lombard:

I acknowledge receipt of your letter of November 26 and the enclosed assignments, in duplicate, from Del R. Beebe Construction Company to The United States National Bank of Portland, Eugene Branch of the sum of $27,409.23, representing the amount due this contractor under Estimate No. 3, Contract No. 3057, for grading and paving the Delmar-Coaledo Section of the Oregon Coast Highway, in Coos County; and of the sum of $63,792.49, representing the amount due the contractor under Estimate No. 3, Contract No. 3058, for grading and paving the Coaledo-Chrome Plant Section of the Oregon Coast Highway, in Coos County.

We shall be pleased to honor these assignments upon receipt of a letter from the surety on the bond furnished by Del R. Beebe Construction Company in connection with each of these jobs consenting thereto without prejudice to the bonds.

In the event we do not receive consent of the surety by the time the warrants are ready to deliver to the contractor, we will forward them to the bank, pursuant to previous instructions received from Mr. Beebe.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

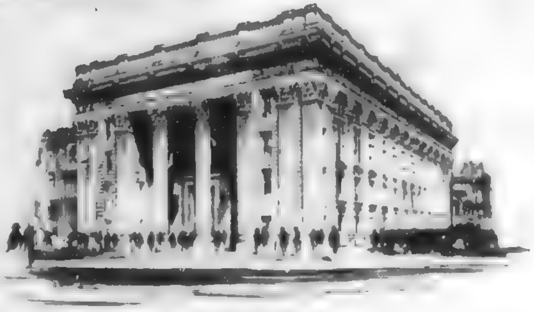
HHB:ee

cc - Mr. Floyd Query
Mr. Malcolm E. Beebe (2)

Del R. Beebe Construction Co.
1391 W. Second Street
Eugene, Oregon

NOTED ON CARD

11-30-48 FR



HEAD OFFICE

EUGENE BRANCH

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

ESTABLISHED 1891

CABLE ADDRESS:
"UNITBANK"

EUGENE, OREGON

November 26, 1948

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. Glaisyer, Secretary

Gentlemen:

Mr. Beebe has signed and we inclose, in duplicate, assignments to this bank covering jobs:

No. 3058	amount	$63,792.49
No. 3057	"	27,409.23

Very truly yours,

C. E. Lombard

C. E. Lombard
Assistant Vice-President.

l/c

RECEIVED
NOV 29 1948
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

NOTED ON CARD

11-29-48 gl

3M—12-41

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Twenty-Seven Thousand, Four Hundred Nine and 23/100 - - - - ($27,409.23) Dollars, to us paid, we hereby sell, assign and transfer the within claim for work performed under Cont. 3057 - Est. 3 for grading and paving on the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County, Oregon

to U. S. National Bank of Portland, Eugene Branch, Eugene, Oregon

said " " " " " " " " " and authorize and empower " to act as agent for us

and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 26 day of Nov., 1948

Executed in the presence of us as witnesses:

DEL R. BEEBE CONSTRUCTION CO.

Del R Beebe

STATE PRINTING DEPT.

RECEIVED
[illegible]
FOR FILING

November 23, 1948

Mr. G. E. Lombard
Assistant Vice President
Eugene Branch
The United States National Bank
of Portland
Eugene, Oregon

Dear Mr. Lombard:

In connection with the assignment of funds by Del R. Beebe Construction Company to The United States National Bank of Portland, Eugene Branch, I am pleased to inform you that the amount due the Del R. Beebe Construction Company under Estimate No. 3, Contract No. 3057, as of November 10, 1948, is $27,409.23 and the amount due Del R. Beebe Construction Company under Estimate No. 3, Contract No. 3058, as of November 10, 1948, is $63,792.49.

Pursuant to previous understanding, I enclose five copies of our standard assignment of claim form covering assignment of both of these amounts to The United States National Bank of Portland, Eugene Branch. When properly executed by the Del R. Beebe Construction Company, please return to me the original and one copy of each of these assignments.

The Highway Commission will be pleased to honor these assignments when received if accompanied by a letter from the surety on the contractor's bond consenting to the assignments without prejudice to the bond.

In the event the assignments and consent of surety are not received by the time the warrants are ready to delivery, we shall mail the warrants direct to The United States National Bank of Portland, Eugene Branch, pursuant to instructions contained in Mr. Beebe's letter of November 19, 1948.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NBD:ee
Encl.

NOTED ON CARD

cc - Del R. Beebe Constr. Co.
Mr. Cecil J. Parr
Mr. Malcolm R. Beebe (2)
Mr. Floyd Query

RECEIVED
FOR FILING

F-177(4)

3057

November 22, 1948

Mr. C. E. Lambard
Assistant Vice President
Eugene Branch
The United States National Bank
of Portland
Eugene, Oregon

Dear Mr. Lambard:

This acknowledges your letter of November 19 with the following enclosures:

(1) Original and duplicate copies, both executed, of assignment of claim from Del E. Beebe Construction Company to The United States National Bank of Portland, Eugene Branch. This assignment is of the proceeds of Estimate No. 4 of State Highway Contract No. 3033 awarded to Del E. Beebe Construction Company for grading and paving the Eugene Section of the Pacific Highway, in Lane County. The amount of this assignment is $59,086.03.

(2) Letter from Del E. Beebe Construction Company requesting that payment above referred to be sent direct to The United States National Bank of Portland, Eugene Branch; also, that the proceeds of estimates for work done to November 10, 1948, due and payable on or before December 10, 1948, in connection with State Highway Contracts Nos. 3057 and 3058 be mailed direct to The United States National Bank of Portland, Eugene Branch.

In your letter you give as your understanding that on or before the above-mentioned checks become due or payable the bonding company will furnish its consent to the assignments.

In the event that these assignments, together with the surety's consent to each one, is received in this office before the warrants to which they refer are ready for delivery to the contractor, we will endeavor to have the warrants prepared in conformity with the provisions of the assignments. If it happens that the warrants are ready to deliver to the contractor before the assignments have been worked out satisfactorily, including the surety's consent, then the warrants will be sent to the Eugene Branch of The United States National Bank of Portland pursuant to instructions in Mr. Beebe's letter of November 19 mentioned above.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

cc - Mr. Floyd Query
Mr. Malcolm H. Hawke (2)

Del R. Beebe Construction Co.
1391 W. Second Street
Eugene, Oregon

Mr. Hawke:

I am retaining both copies of the assignment but will furnish you one copy if it is completed by the surety's consent. I attach two copies of Mr. Lombard's letter and also two copies of Mr. Beebe's letter to complete your files.

H. B. G.

NOTED ON CARD

11-23-48

Espying

U.S. War Work Pat.

Clarence E Lombard Coast Wager

Eugene Branch

assignment & forms.

17

Beeke

11

2 contracts

Coos Bay 2 jobs

Eugene

3033 — $59,086.03 number #1740

RECEIVED
DEC 10 194[illegible]
FOR FILING

November 18, 1948

U. S. National Bank of Portland
Eugene Branch
Eugene, Oregon

Attention: Mr. Clarence E. Lombard
Assistant Manager

Dear Mr. Lombard:

Responding to the telephonic request of Mr. Cecil J. Espy of your Portland office, I enclose original and four copies of the Highway Department's standard assignment form covering assignment given by Del R. Beebe Construction Company to the U. S. National Bank of Portland, Eugene Branch, for payment now due this contractor in the amount of $59,086.03 for current construction work in connection with State Highway Contract No. 3033, for grading and paving the Eugene (High Street-Walnut Street) Section of the Pacific Highway, Lane County.

This assignment covers the full amount due Mr. Beebe for work performed on this job for the month ending November 10, 1948, according to Estimate No. 4. Our voucher, No. 17410, prepared to effect this payment is now in the hands of Mr. Beebe for acceptance and execution.

I told Mr. Espy that when the assignment forms are returned properly executed and accompanied by a letter from the surety on Mr. Beebe's bond in connection with this job consenting to the assignment without prejudice to the bond, we would honor the assignment and the warrant would then be sent directly to the bank. We cannot honor the assignment without the surety's consent. The bond in this instance was written by the United Pacific Insurance Company, for whom Durham and Bates are local agents with offices at 901 S. W. Washington Street, Portland 5, Oregon.

In the event the warrant is ready to deliver to Mr. Beebe before the assignment and consent of surety is received in this office, then it is my understanding with Mr. Espy that delivery of the warrant will be made directly to the U. S. National Bank, Eugene Branch, provided Mr. Beebe issues instructions to that effect, but not otherwise.

REFERRED TO
Jerry
BY SECRETARY

see me re this

MJS

NOTED ON CARD
[illegible]

If we do not receive either the assignment or such letter of instructions, then the warrant will be mailed directly to Mr. Beebe, inasmuch as Mr. Espy advised that he did not want to hold up any payments to Mr. Beebe.

Mr. Espy also requested that a like procedure be followed in connection with two other contracts awarded to Del R. Beebe Construction Company: State Highway Contract No. 3057 for the grading and paving of the Delmar-Coaledo Section of the Oregon Coast Highway, in Coos County, and Contract No. 3058 for grading and paving the Coaledo-Chrome Plant Section of the Oregon Coast Highway, in Coos County.

With respect to these two jobs, I am informed by the Auditing Department that vouchers covering November 10 estimate have not been prepared because field notes have not been received. As soon as the amounts of the estimates for these two jobs are ascertained, we will be glad to follow the same procedure with respect to the delivery of the warrants as is being following in connection with that for Contract No. 3033. The assignment forms for both of these payments will be prepared in this office and forwarded to you to secure Mr. Beebe's signature.

When returning executed assignment forms, we require the original and at least one copy, both bearing the original signatures.

Mr. Espy also requested that I forward to you a small supply of our standard assignment forms for future use. Such supply is enclosed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG:ee
Encs.

cc - Mr. Malcolm H. Beebe (2)

Mr. Cecil J. Espy
Assistant Vice President
U. S. National Bank of Portland
Portland, Oregon

RECEIVED
DEC 10 1948
FOR FILING

F 172-(1)

3157

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

IN REPLY PLEASE
REFER TO FILE

Salem, Oregon
December 9, 1948

Mr. R. H. Baldock

Mr. W. C. Williams ✓

NOTED
W. C. WILLIAMS

We have received in this office a fully executed copy of the agreement between the State Highway Commission and the Southern Pacific Company covering the grant of easement by the railroad company to the state for construction and maintenance of a highway and appurtenant slopes upon railroad company property near Chrome, Coos County.

This agreement was entered into in connection with construction of the Oregon Coast Highway between Delmar and Chrome Plant, in Coos County. It is being filed in the Commission's records and files as Railroad Agreement No. 332.

HBGlaisyer
Secretary

GO

RECEIVED
DEC 9 1948
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

F-172(4)

205.1

December 7, 1948

IN REPLY PLEASE REFER TO FILE

R 14098

Mr. C. C. Gall
Resident Engineer
Box 478
North Bend, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to the property of School District No. 51 on the Delmar-Chrome Plant project south of Coos Bay.

Mr. Reeder advises that there has been some complaint by the School District regarding the situation affecting the parking area on the property and that it is planned to give a school Christmas party on December seventeenth. This matter was discussed with Mr. Williams by Mr. Reeder and Mr. Williams has approved and authorized the placing of some four or five loads of rock on the parking area in order to take care of the situation. I do not know that Mr. Williams will communicate direct regarding the matter and this letter is written to pass on to you the approval which he has given.

Very truly yours,

J. M. DEVERS

By
J. R. DeCOURA
Assistant Counsel

JRD/KA
cc - Mr. Harry B. Reeder
Mr. W. C. Williams
Mr. H. G. Smith
Mr. K. D. Lytle
Mrs. Martha Purdy

RECEIVED
DEC [illegible]
FOR FILING
F172-(4)

December 2, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' letter of November 26 transmitting Price Agreement No. 1 covering the furnishing and driving of untreated piles for culvert foundation on Federal Aid Project F.172(4), the Delmar - Coalede Section of the Oregon Coast Highway.

As the proposed work is beyond the limits of the Federal Aid Section, it is not eligible for Government participation. Accordingly, all copies of the agreement are returned herewith.

Very truly yours,

T. H. DAVIS
District Engineer

By:

S. G. Polk
Sr. Highway Engineer

Encl.

Original to Mr. Probert
12-6-48

pm

RECEIVED
FOR FILING
FORM E-30 2M 9-48 28204

[illegible] (4)

3-57

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1948

SUBJECT: R 15097 A

To: Mr. W. C.Williams
Assistant State Highway Engineer

Office

Dear Mr. Williams:

Reference is made to the Arnold H.Miller property in Government Lots 5 and 6 on the Delmar-Chrome Plant Section of the Oregon Coast Highway in Coos County.

We are purchasing right of way across Government Lot 5 and also acquiring all of Lots 6. The option, however, provides for the owners reserving the right for a connection road between the Oregon Coast Highway and the balance of their property in Government Lot 7. In order to include this reservation in the deed it will be necessary that we have information regarding the point of connection with the Oregon Coast Highway, the general course and direction of the private road to be constructed and the necessary width of the easement. I understand that one of the Engineers at Coos Bay, possibly Mr. Gall, went over the situation with the owners so that I think the matter is clearly understood in the field.

It is requested that an effort be made to expedite the supplying of the information as much as possible as the entire residence property is being purchased to avoid the possibility of damages on account of slides and we should make every effort to close it as promptly as possible.

In a communication from Mr. Claud H.Giles, who represents the owners in the matter, a complaint was made to the effect that the present approach to the property has not been properly gravelles so as to afford suitable ingress and egress. I think this should be taken care of even though we will eventually sell the house. Whether or not this would be a permanent part of the road to Government Lot 7 is something I do not know.

Very truly yours,

J. M. DEVERS

By

J.W.DeSouza
Assistant Counsel

JWD:MA
(In triplicate)
cc - Mr. Harry G. Reeder

RECEIVED
NOV 19 1948
FOR FILING

7172-(4)

November 19, 1948

Mr. E. C. Manholland
Manager of the Pacific Car
Demurrage Bureau
412 Hobart Building
San Francisco, California

Dear Sir:

This is to advise that the Del R. Beebe Construction Company has entered a contract with the Oregon State Highway Commission for the construction of the Delmar Chrome Plant section of the Oregon Coast Highway in Coos County.

In connection with this contract they are obligated to furnish rock for the construction, which rock is being shipped to them at the chrome siding at Chrome. As the qualified owners of the crushed rock received, they are responsible for all charges collectible at the destination.

I am attaching hereto three copies of Average Agreement, File No. 14522, in accordance with your letter of October 29, 1948, File No. A/A-14522-8-29 directed to Mr. Del R. Beebe.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Enclosure

cc Mr. H. G. Smith
Mr. C. E. Ordway, Southern Pacific Railway Co.
U. S. National Bank Building, Eugene, Oregon
Mr. K. D. Lytle
Del R. Beebe Construction Company
P. O. Box 138, Eugene, Oregon

RECEIVED
10
FOR FILING
F-172(4)
3057

6.p.

November 15, 1948

Mr. L.P. Hopkin, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

I am enclosing herewith two copies of an agreement between the State Highway Commission and your Company granting permission to the state to construct and maintain a public highway across three parcels of the company's right of way in the vicinity of Chrome, Coos County, which has been executed by the Highway Commission and is now ready for signatures by the proper officials of the Southern Pacific Railroad Company.

Will you please return one fully executed copy of this agreement to me for the records and files of the Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FM
encl. 2

6.p

Salem, Oregon
November 15, 1948

Mr. R.H. Baldock

This is to notify you that I have, today, mailed two copies of agreement with the Southern Pacific Company granting permission to the state to construct and maintain a public highway across three parcels of the company's right of way in the vicinity of Chrome, Coos County, for the signatures of the proper officials of that company. This agreement was executed by the Highway Commission at the November 3 meeting.

I have requested that one fully executed copy of this agreement be returned to me for the Commission's files.

Secretary

rn

cc - Mr. W.C. Williams
Mr. H.G. Smith

S-2060

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS,
SUPERINTENDENT

IN REPLY PLEASE REFER TO
323-3

AGENDA
NOV 3 1948

6-P

October 18, 1948

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Glaisyer
Agenda Please
W.C.W.

Dear Sir:

Herewith duplicate counterparts of agreement covering the State and its assigns the right to construct and maintain a public highway and/or slopes appurtenant thereto across three parcels of Southern Pacific Company's right-of-way in vicinity of Chrome.

Please arrange for execution of both counterparts, returning same to us for final execution. Fully executed copy will be furnished you for your files.

Yours truly,

L P Hopkins

RECEIVED
OCT [illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
NOV -1
FOR FILING

F-172(4)

2058

813 w
833 w,

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 29, 1948

SUBJECT: Miller Property
- Delmar -

To: W. C. Williams
Ass't. Chief Highway Engr. - 1st.

Dear Sir:

In accordance with your instructions, I looked at the Miller property at Delmar, in Coos County, and made an inspection of the adjacent cut.

This house sets about 48' from the right-of-way which is also the slope line. It has a fairly adequate concrete foundation but any slip would badly damage the house as the lower story is of brick. It has been built at different times, one room at a time, and now it is a fairly large house. It has a brick and concrete porch which extends out in front of the house about five feet, coming practically to the slope line.

While I cannot say definitely whether or not this cut will slide out, I am inclined to believe that it may. It stands steeper than a 1:1 slope. There are two or three different types of soil in this bank and at one place it looked as though it had already started to slide. This was indefinite and I could not actually tell if it had started to slip.

I believe it would be well to buy this house because if it should slide down the hill, then we would have a damage suit, if any one were hurt, as well as the cost of the house.

I think Reeder has succeeded in taking an option on the property which I think is the thing to do.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

kdl;g

cc: Smith

RECEIVED
NOV 1 1948
OREGON
STATE HIGHWAY COMMISSION

FOR FILING
FORM E-30 20M 5-48 22204

813 W
833 W

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Officer
Office

Dear Mr. Williams:

I have just read your letter dated October 26 which deals with the Arnold H. Miller property in Coos Bay.

For your information may I say we have taken an option on the Miller property, which, if approved by the Highway Commission, will probably solve any slide trouble, for we are buying the entire property.

The slide damage which exists and concerning which Miller and his attorney are complaining is not necessarily chargeable to the engineers. The original right of way line passed right through the house, and had we purchased the right of way on that description and alignment we would necessarily have taken the entire property in the first instance. I believe, however, that the suggestion that the alignment be changed and the area reduced as it affects the Miller property came to the engineers from the Right of Way Department, and that suggestion was made by the Right of Way Department in response to a request by Mr. Miller.

What I am trying to say for the record is that the unfavorable situation which now prevails is not chargeable to the engineers, but had its origin entirely with and in our right of way negotiations.

Very truly yours,

J. M. Devers
J. M. DEVERS

JMD:MH
CC * H. G. Smith

NOTED
State Highway Engineer

ECEIVED
FOR FILING

Salem, Oregon
October 26, 1948

813 W
833 W

Mr. J. M. Devers
Chief Counsel
Office

Under date of October 14, Mr. DeSouza addressed a letter to me relative to Arnold H. Miller property, located on the Coos Bay Highway south of Coos Bay, and under date of October 21 you addressed a letter to me having reference to the same subject.

This is one of the properties that the original right of way as proposed for the highway improvementtook in its entirety. We were advised by your Department that Mr. Miller could find no other place to live, and if it was at all possible to narrow the right of way, so that his house could be left intact, he would prefer to retain his residence under any condition. We, therefore, narrowed the width of right of way, so that the house would remain outside the right of way line by only a matter of some 10 inches. This matter was subsequently discussed on the ground with the right of way agent, and we felt that both he and Mr. Miller were fully aware of the hazard.

We have made further investigation of this matter, and we are of the opinion that the house is in an unstable location. This, however, is not the result of any unworkmanlike or unapproved methods in connection with our work, but merely the fact that the house sets so near to the edge of the cut bank that a sliding development could occur.

If the state has any further liability in this matter, it appears to me that the only satisfactory solution would be purchasing the full right of way width as originally recommended, which would mean the purchase of the Miller house.

In closing, I wish to point out that the house was left outside of the right of way, not so much from any desire to cheapen the cost of the right of way, but to accommodate the Millers.

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. H. G. Smith

FORM [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25th, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
[illegible]

Dear Sir:

In regard to Record of Assignment #833, W.C.W., complaint of Claude H. Giles that the highway construction is endangering the Miller property on the Delmar-Coaledo Section.

The original right of way description provided for the purchase of the Miller house, but the Right of Way Department requested that the width be narrowed in an endeavor to save the Miller property. They stated that Mr. Miller could find no other place to live and preferred to retain his residence under any condition. The matter was fully discussed on the ground with the right of way agent, and I feel that both he and Mr. Miller were fully aware of the hazard. Mr. Devers now advises that in learning of the circumstances of narrowing the width, he recommends purchasing the Miller house as originally planned. I feel this is the proper solution and do not believe it will cost any more than it would have originally.

I think Mr. Giles should be advised that the house was left in a desire to accommodate Mr. Miller and not from any desire to cheapen the cost of the right of way.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

FORM E-80 15M 9-46 25433

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25th, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

In regard to Record of Assignment #813, W.C.W., I have reported on this under Record of Assignment #833, W.C.W.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1948

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

Dear Mr. Williams:

Attached is a copy of a letter I received today from Mr. Giles which is self-explanatory and which urges upon us possible serious damage to the home of Mr. and Mrs. Miller and possible personal injury. This home was located near Coos Bay.

As soon as I can contact the right of way man who handled the transaction I will go over the details with him and try to find out if there are any unsatisfied obligations resulting from the acquisition of the right of way.

I suggest, however, that from an engineering standpoint an examination and study be made to determine whether or not if damage results we can be charged with unworkmanlike and unapproved methods in connection with our work or the work done by our contractor.

Very truly yours,

J M Devers
J. M. DEVERS

JMD:NH

CC - W. W. Stiffler

Enc.

RECEIVED

ASSIGN T

No. [illegible]

DESCRIPTION: Letter Oct 21 from Devers regarding letter from Mr. Giles regarding possible serious damage to home of Mr. & Mrs. Miller at Coos Bay.

DATE:

ASSIGNED TO: H G. Smith

☑ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date________________

☐ ____

REPORT RECEIVED: Oct. 26, 1948 M.E.

REMARKS:

COPY

Law Office
of

CLAUD H. GILES
Hall Building
COOS BAY, OREGON

October 20, 1948

Mr. J. M. Devers, General Counsel
State Highway Commission,
Salem, Oregon

Dear Mr. Devers:

You may remember in Gold Beach I spoke to you about the house of a client of mine which I anticipated might slide into Highway 101; or, it may be that I talked more to Mr. George Neuner than I did to you about this matter, The house I refer to belongs to A. H. and Rose Miller, and is located about eight miles south of Coos Bay. I think your engineer will know the property but I can give a detailed description if necessary.

Suffice ig to say that the front of this house is constructed mainly of brick and stone; in other words, of heavy masonry. It is also situated on ground that might he termed an old slide. A portion of the ground is now sliding back of the line of the property purchased by the Highway Commission. Mr. Miller understood that the grading would not be attempted closer than 15 ft. of his front porch and that support would be given to the bank. This house sits up quite high above the lot, approximately 15' 6" . They have now graded to within 18" of the abutment of his front porch, which is the front of his house. The conditions there are so precarious that he and his wife are now afraid to live in the house as they believe it may slide at any time, particularly after a heavy rain.

Upon my advice, Mr. Miller wrote the Commission some time ago with the hope that the Commission, for its own protection as well as the protection of Mr and Mrs. Miller, would put their engineer on the job and work this problem out. All of the engineers working on the project with whom Mr. Miller has discussed the matter seem to agree with him that the house will undoubtedly slide. Therefore, we believe this matter should be attended to immediately. The engineers advise that no safe abutment can be made to retain this wall and that the only solution would be to move or tear down the house. This, of course, was not included in the original figure when settlement was made.

C O P Y

I would appreciate it if you would advise me what if any steps the State Highway Commission intends to take in this matter as we feel that it is a matter of utmost importance and of immediate concern.

Yours very truly

(Sgd) Claud H. Giles
Claud H. Giles

CHG -p:ma

ASSIGN T No. 823

WEW

DESCRIPTION: Letter from Devers Oct 14 regarding right of way on th Bishop property between Delmar and Chrome Plant, slide might develop.

DATE: Oct 15, 1948 ASSIGNED TO: H. G. Smith

☒ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ____________

☐ ____________________________

REPORT RECEIVED: Oct. 26 1948 me

REMARKS:

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1948

RECEIVED

SUBJECT: File R 14097

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

A short time ago I wrote to you regarding right of way on the Bishop property between Delmar and Chrome Plant, calling attention to the fact that there appeared to be a possibility that a slide might develop which would result in damage to the structures and possible injury to persons.

Mr. Reeder now has submitted a report on the Arnold H. Miller property located in the vicinity of Station 429 on the same project and makes a comment to the effect that he believes there is danger of a slide occurring at this point which likewise might result in damage to the property or injury to persons. He states that there is a stake set about 8 feet from the north corner of the house showing a cut of 15 feet based on a 1:1 slope.

The matter is referred to you for such further investigation as you feel may be indicated.

Very truly yours,

J. M. Devers

By J. W. DeSouza
J. W. DeSouza
Assistant Counsel

NOTED
W. C. WILLIAM

JWD:ma

(In triplicate)

RECEIVED
OCT 2[illegible] 194[illegible]
FOR FILING
F-172(4)
305

October 20, 1948

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Portland, Oregon

Dear Sir:

Received this date, duplicate counterparts of agreement covering the state and its assigns, the right to construct and maintain a public highway and/or slopes appurtenant thereto across three parcels of the Southern Pacific Company's right of way in the vicinity of Chrome.

We have examined the counterparts as to legality and form and as to engineering features, and you are advised that they are acceptable to the Chief Council of the Highway Department and the undersigned as State Highway Engineer.

These agreements will be presented to the State Highway Commission for their execution at the next meeting of the Commission which is to be held in Portland on November 3.

Since considerable time will elapse for final execution of the agreement forms by both the Oregon State Highway Commission and Vice-President and Secretary of the Southern Pacific Company, we respectfully request that you grant us a permit of entry onto the three encroachments at this time.

Our failure to permit the contractor on the highway improvement to work on encroachment sections is seriously interfering with the progress of the highway improvement, and it is for this reason that we urgently request the immediate granting of permit of entry.

I am informed that the contractor has already furnished you with the necessary protection, public liability insurance, as called for in the agreement form.

Very truly yours,

W. C. WILLI

R. H. Baldock
State Highway Engineer

WCW/gd

FORM E-30 35M 8-46 22204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1948

SUBJECT:

To: W. C. Williams
Assistant Highway Engineer
Office

NOTED
W. C. WILLIAM

Dear Mr. Williams:

I have examined and return herewith the original and one duplicate of the form of agreement proposed for execution by the Southern Pacific Company and the Highway Commission relative to the construction of a highway and its slopes on property owned by the Railroad Company and located in Coos County.

I have approved this form of agreement, but I call your attention to the following obligations and provisions of the contract:

1. The Railroad may in the future use the same property even though such use may conflict with the State's use, in which event the State will be required to remove its slopes or protect its roadbed by the construction of a wall.

2. Should the State assign or abandon the land in question or fail at any time to use it for the period of a year, the State's rights under the agreement would be seriously impaired.

3. The State is obligated to request its contractor to furnish satisfactory proof with reference to public liability and property damage insurance in a specified sum. That provision is found in section 4 on page 4 of the agreement.

4. The State is obligated to reimburse the Railroad for any expense involved in the maintenance of flagmen or inspectors.

5. The State is obligated to maintain adequate drainage facilities.

If the State in its call for bids did not obligate the bidder to take care of the expenses incident to flagmen, watchmen, and inspectors then the State under this agreement must carry that burden.

W. C. Williams
Page 2
October 20, 1948

Most of the provisions in this agreement are the usual contractual obligations imposed by the Railroad Company on the State.

Very truly yours,

J M Devers

J. M. DEVERS

JMD:NH
Enc.

[illegible]
W. C. WILLIAM

RECEIVED
OCT 6 1948
FOR FILING

7172 (4)

3057

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

Gentlemen:

We are sending you today, by express, three copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3056, covering the Manning Slough Bridge on Oregon Coast Highway in Coos County, awarded September 3, 1948.

Contract No. 3057, covering the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County, awarded September 3, 1948.

Contract No. 3058, covering the Coaledo-Chrome Section of the Oregon Coast Highway in Coos County, awarded September 7, 1948.

The above copies are for your records and files. An executed copy of each contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
SEP 27 1948
FOR FILING

7172 (4)

Salem, Oregon
September 27, 1948

Mr. R. H. Baldock
Mr. W. C. Williams
Mr. G. S. Paxson

We have today received a fully-executed copy of the agreement with the Southern Pacific Company covering granting to the State Highway Commission easements for fill slopes on the Delmar-Coaledo Section of the Oregon Coast Highway, in Coos County.

This agreement is being placed in the Commission's records and files as Railroad Agreement No. 321.

Secretary

co

RECEIVED
SEP 17 1948
FOR FILING

F-172 (4)

3057

September 16, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise that the recognized beginning date of work under the Del R. Beebe contract (Contract No. 3057) on the Delmar-Coaledo Section (Project No. F-172 (4)) is September 4, 1948.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP/gs

RECEIVED
NOV 17 1948
FOR FILING

7172 (4)

AGENDA
SEP 13 1948

September 3, 1948

Del R. Busho Construction Co.
1391 West Second Street
Eugene, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contracts for the Manning Slough Bridge and the Delmar-Coaledo Section, both on the Oregon Coast Highway in Coos County. These awards were based on your low bids of $24,270 and $372,446.50 respectively, submitted on August 9, 1948.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr
Enc.

cc - H. G. Smith
Goldie Lewis
S. H. Probert
G. S. Paxson

L. R. White, Assistant Commissioner
State Industrial Accident Commission
Building

set confirmed

S+C

TIC SERVICE the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

3:30 p.m.
September 3, 1948

Del R. Beebe Construction Co.
1391 West Second Street
Eugene, Oregon

State Highway Commission awarded you today contracts for Manning Slough Bridge and Delmar-Coaledo Section, both on Oregon Coast Highway, Coos County, based on your low bids submitted August 9, 1948. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

By
Charge
Salem, Oregon

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
FOR FILING

F-172(4)

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

JOSEPH L. EGAN
PRESIDENT

1201

(14)

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

.PRA203 GOVT PD=PORTLAND ORG 3 206P=

194[illegible] SEP 3 PM 2 15

R H BALDOCK STATE HIGHWAY ENGINEER

REYOURTEL TODAY ADVISING RIGHTS OF ENTRY OBTAINED FOR OREGON PROJECT F-172(4) DELMAR-COALEDO GRADING AND PAVING AND MANNING SLOUGH BRIDGE. AS REQUESTED WE HEREBY CONCUR IN AWARD OF CONTRACTS TO DEL R BEEBE CONSTRUCTION COMPANY LOW BIDDER.=

T M DAVIS PUBLIC ROADS ADMINISTRATION=

F-172(4)= THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

R. H. BALDOCK

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $5 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☒	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
SEPTEMBER 3, 1948

MR. T. H. DAVIS, DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
201 FINANCIAL CENTER BUILDING
PORTLAND, OREGON

REQUEST CONCURRENCE IN AWARD TODAY CONTRACTS FOR MANNING SLOUGH BRIDGE AND DELMAR-COALEDO GRADING AND PAVING BOTH TO DEL R. BEEBE CONSTRUCTION COMPANY. CONTRACT AMOUNTS $24,270 AND $572,688.50, RESPECTIVELY. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED.

R. H. BALDOCK

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $5 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
SEP 9 1948
FOR FILING

OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3060
PORTLAND 8, OREGON

August 13, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been authorized to concur in award of contract for the construction of the Delmar-Coaledo Section of the Oregon Coast Highway, Oregon Project No. F-172(4) on the basis of the low bid received October 9 upon receipt of advice that all right-of-way or rights-of-entry have been obtained.

Very truly yours,

T. M. DAVIS
District Engineer.

By: L. A. Deklotz
L. A. Deklotz
Highway Engineer

8/16/48
Hold award pending
receipt of RR letter
granting right of entry

Also hold Manning Slough
Bridge pending award
$2 G & P Pros
to Beebe.

RECEIVED
AUG 16 1948
OREGON
STATE HIGHWAY COMMISSION

6-1112 Coaledo Chrome Plant Sec., 1948
Oregon Coast Hwy.
#3058

RECEIVED
FOR FILING
6-1112

3058

April 10, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington
[illegible]

Gentlemen:

We have received a letter from the Umpqua River Navigation Company of Reedsport in which they advise as follows:

"In answer to your letter of March 27th regarding letter from the Del R. Beebe Construction Company. We are pleased to say that we have received the check in full payment for claims on Contracts 3096, 3097 and 3098. * * *

This information is provided the United Pacific Insurance Company as it appears as surety on the performance bonds furnished with the above-mentioned State Highway Contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:rd

cc - United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

NOTED ON CARD
4-12-51

FOR FILING

Mr Lewis

A pril 10, 1951

Umpqua River Navigation Company
Reedsport, Oregon

Attention: Mr. C. E. McAlister

Gentlemen:

This is to acknowledge your letter of April 6 advising that you have received a check in full payment for your Company's claims against Del E. Beebe Construction Company on State Highway Contracts 3056, 3057 and 3058.

Thank you very kindly for your prompt reply.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
4-12-51

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand and Gravel
Since 1889

Reedsport, Oregon

April 6, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In answer to your letter of March 27th regarding letter from the Del R. Beebe Construction Company. We are pleased to say that we have received the check in full payment for claims on Contracts 3056, 3057 and 3058.

Thanking you for your inquiry, we are,

Very truly yours,

UMPQUA RIVER NAVIGATION CO.

C. E. McAlister
Office Mgr.

CEM/mc

[illegible]

Noted on card.

Are there other claims? No gl

[illegible]

NOTED ON CARD

4-10-51 gl

RECEIVED
MAR 29 1951
FOR FILING

6-1112

3058

March 27, 1951

Umpqua River Navigation Company
Box 205
Reedsport, Oregon

Attention: Mr. C. H. Hinsdale

Gentlemen:

See F-172(1)
3057

We have received from the Secretary of State a copy of a letter signed by Del R. Beebe Construction Company addressed to your Company in which they state that a check had been sent to you in the sum of $14,386.03 as full payment for your claims on State Highway Contracts 3056, 3057 and 3058.

So that we may clear our records, will you kindly advise if the check has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

3-27-51 jc

RECEIVED
MAR [illegible]
FOR FILING

6-1112

3058

March 19, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

F-172(4)
#3057

Attached is a copy of a claim filed with the Secretary of State by the Umpqua River Navigation Company against Del R. Beebe Construction Company in the sum of $14,386.08. The claim is listed as being against State HighwayContracts No. 3057, 3058 and 3171A, which according to our records should be listed as Contract 3056. The claim is filed as an unpaid balance on an older claim originally filed in the sum of $60,000 and concerning which you have been previously notified.

This information is provided as the United Pacific Insurance Company appears as surety on the performance bonds furnished with State Highway Contracts 3056, 3057 and 3058.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:rml
Attach.

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

NOTED ON CAR.
3-29-51 lg

RECEIVED
MAR [illegible]
FOR FILING

6-1112

3058

March 19, 1951

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

F-172(4)
#3057

We acknowledge with thanks your letter of March 16 to which was attached three copies of a claim filed with your office by the Umpcum River Navigation Company against the Del R. Beebe Construction Company. The claim is in the sum of $14,386.08 against State Highway Contracts No. 3057, 3058, and No. 31714 which should be Contract No. 3056.

This claim bears your file No. 3274.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ :md

3-19-51 Bg

RECEIVED
MAR [illegible]
FOR FILING

L-1112

3058

March 16, 1951

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from Umpqua River Navigation Company, Reedsport, stating that on January 31, 1951, they received a payment in the sum of $7,193 from Del R. Beebe Construction Company leaving an unpaid balance on their claim in the sum of $14,386.08. The claim, they state, applied to State Highway Contracts Nos. 3056, 3057 and 3058, known respectively as the Manning Slough Contract, the Delmar-Goalede Contract and the Goalede-Chrome Contract.

This latest claim, they advise, is the amount still due and payable on the claim filed in this office on March 22, 1950, for $60,000 and concerning which we wrote you on March 23rd. On August 8, 1950, in response to our inquiry, they advised us that their claim applied to Contract No. 3057.

This information is furnished as the United Pacific Insurance Company appears as surety on the performance bond furnished with the above contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

NOTED ON CARD

3-16-51

RECEIVED
[illegible]
FOR FILING

Williams

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand and Gravel
Since 1889
Reedsport, Oregon

March 14, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Re: Oregon State Highway Contracts #3057, 3058 and 3171A
Del. R. Beebe Construction Co.

Dear Mr. Glaisyer:

Enclosed copies of our letters to the Secretary of State and United Pacific Insurance Company.

On November 6, 1950, we met with the Bonding Company and Del R. Beebe Construction Co. and agreed as to amount on the unpaid balance of our claim. On January 31, 1951, we received a payment of $7,193.00, which left a balance payable of $14,386.08. This amount is still due and we are now demanding payment as per letters enclosed herewith.

We will appreciate your attention.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

/s/ O. H. Hinsdale
O. H. Hinsdale
President

OHH/mc

For Originals See: [illegible]

March 14, 1951

Secretary of State of Oregon
Salem
Oregon

Dear Sir:

To OREGON STATE HIGHWAY COMMISSION:

Notice is hereby given the undersigned, Umpqua River Navigation Company has a claim for sand and gravel in the sum of $14,386.08. which amount is the unpaid balance of our claim filed March 21, 1950, with you - the amount at that time being approximately $60,000.00. This claim is against the bond of Del R. Beebe Construction Company with the United Pacific Insurance Company as surety, for the work on Delmar-Coaledo Contract #3057, Coaledo-Chrome Contract #3058, and Manning Slough Contract
(3056) #3171A - Oregon Coast Highway, Coos County, Oregon.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

O. H. Hinsdale
President

cc: Oregon State Highway Commission
United Pacific Insurance Co.
Del R. Beebe Construction Co.

OHH/mc

March 14, 1951

United Pacific Insurance Company
Board of Trade Bldg.
Portland, Oregon

Attn: Mr. Orr

Gentlemen:

Please consider this letter a formal demand for the balance due of $14,386.08 from Del R. Beebe Construction Company - covered by your bonds on Oregon State Highway Contracts #3057, #3058 and #3171A - Oregon Coast Highway, Coos County, Oregon

Enclosed find copy of our letter to the Secretary of State, which is self explanatory.

We shall appreciate your prompt attention to close this matter.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

O. H. Hinsdale
President

cc: John Lichty, Atty.
United Pacific Insurance Co.

Del R. Beebe Construction Co.

Secretary of State of Oregon

OHH/mc

COPY

March 14, 1951

United Pacific Insurance Company
Board of Trade Bldg.
Portland, Oregon

Attn: Mr. Orr

Gentlemen:

Please consider this letter a formal demand for the balance due of $14,386.08 from Del R. Beebe Construction Company - covered by your bonds on Oregon State Highway Contracts #3057, #3058 and #3171A - Oregon Coast Highway, Coos County, Oregon

Enclosed find copy of our letter to the Secretary of State, which is self explanatory.

We shall appreciate your prompt attention to close this matter.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

O. H. Hinsdale
President

cc: John Lichty, Atty.
United Pacific Insurance Co.

Del R. Beebe Construction Co.

Secretary of State of Oregon

OHH/mc

PY

RECEIVED
AUG 1 1950
FOR FILING

6-1112

3058

August 10, 1950

Umpqua River Navigation Company
Reedsport, Oregon

Attention: Mr. C. E. Hinsdale

See! F-172 (d)
3058

Gentlemen:

This is to acknowledge your letter of August 8 in which you advise that the sum of $26,056.15 is the unpaid balance of your original claim of $60,000 and applies to Contract 3057, which contract was awarded to Del R. Beebe Construction Company. In your letter of August 3 you advised that Del R. Beebe Construction Company owed your Company $26,056.15 for material furnished in connection with Mr. Beebe's operations on Contracts 3056 and 3058. All three contracts, 3056, 3057 and 3058, were awarded to the Del R. Beebe Construction Company by the State Highway Commission.

For your information 3171-A mentioned in your letter of August 8 is the bridge number for the Manning Slough Bridge on which Contract 3056 was awarded.

To review this matter briefly, our records show that on March 22 your Company filed a claim with the Secretary of State in the amount of $60,000 against Contracts 3056, 3057 and 3058. The point in which we are now concerned is to what contract the remaining balance of $26,056.15 applies. As final payment is now being processed on Contract 3057, will you kindly verify the contract to which your claim applies.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

UMPQUA RIVER NAVIGATION COMPANY

Barges, Towing, Sand & Gravel

Reedsport, Oregon

August 8, 1950

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon.

Dear Mr. Glaisyer:

Re: Del R. Beebe Construction Co.
Contracts 3057 & 3058 & 3171-A

Answering your letter of August 7th last. Our claim filed with Secretary of State, March 22, 1950, covers contract 3057 - 3058 & 3171-A Oregon Coast Highway-Coos County. 3056 is contract for bridge 3171-A

Our claim for $26,056.15 is the unpaid balance of the original $60,000.00 claim, and applies to contract 3057

Our letter of August 3rd was in error as we do not have any such contract 3056.

Thanking you for your attention.

Yours very truly,

Umpqua Navigation Company

UMPQUA NAVIGATION COMPANY

by O. H. Hinsdale(signed)
O. H. Hinsdale

OHH/jm

Noted on card

8-9-50

gl.

RECEIVED
AUG 11 1950
FOR FILING
6-1112

August 9, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

aug. 9-50
Sec! F-170(4)
3056

Gentlemen

Attached hereto is a copy of a letter from the Umpqua River Navigation Company concerning their claim in the amount of $26,996.13. You will note that Mr. Hinsdale states that this amount is the unpaid balance of the original $60,000 claim and applies to Contract 3057. He mentions 3171-4, which is the Hanning Slough bridge number on which Contract 3056, was awarded.

This information is provided as the United Pacific Insurance Company has furnished the bonds executed in connection with Contracts 3056, 3057 and 3058.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FG:ml
Attach.

cc - Durham and Bates
921 S. W. Washington Street
Portland 5, Oregon

Del R. Roche Construction Co.
P. O. Box 136
Eugene, Oregon

NOTED ON CARD

RECEIVED
AUG - 1950
FOR FILING

6-1112

3058

Mrs Lewis

August 7, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Sec; F-172(1) 3056

Gentlemen:

We have received a letter from the Umpqua River Navigation Company, Reedsport, Oregon, in which they advise as follows:

"Re: Del E. Beebe Construction Co. Contracts 3056 and 3058. Your letter Aug. 2, 1950.

"Our records show that Del E. Beebe Construction Co. owe us as of Aug. 3, 1950 the sum of $26,056.15 which is a claim for material furnished on the above named contracts."

On March 22nd the Umpqua River Navigation Company filed a claim with the Secretary of State in the amount of $60,000 against contracts 3056, 3057 and 3058 of which you were previously notified. We do not know if the sum of $26,056.15 is a part of that claim or not. We have, however, asked the Umpqua River Navigation Company to advise us.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham and Bates
902 S. W. Washington Street
Portland 5, Oregon

Del E. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

8-7-50 [illegible]

RECEIVED
AUG 1950
FOR FILING

August 7, 1950

Umpqua River Navigation Company
Reedsport, Oregon

See F-172(d)
3056

Attention: Mr. O. E. Hinsdale

Gentlemen:

We have your letter of August 3 advising that the Del R. Beebe Construction Company owes your Company the sum of $22,056.15 for material furnished on the State Highway Commission Contracts 3056 and 3058.

On March 22, 1950, you filed a claim with the Secretary of State in the amount of $60,000 which claim applied to Contracts 3056, 3057 and 3058. Final payment is now in process on the contract 3057. Will you kindly advise if the amount of $26,056.15 is a portion of the $60,000 claim filed March 22, also if any part of the $60,000 claim has been satisfied and if your Company has any claims against Contract 3057.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

8-7-50

RECEIVED
AUG 4 1950
FOR FILING

67112
3058

C
O
P
Y

August 2, 1950

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Please be advised that State Highway Contract No. 3057, for work on the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County, has been completed by the contractor, Del R. Beebe Construction Co., and that revised final payment in the amount of $42,327.71 will be made on or after August 12, 1950, providing outstanding claim has been satisfied and this office notified.

There is a claim filed against this project, together with contracts No. 3056 and No. 3058, by the Umpqua River Navigation Co. in the sum of $60,000.00, of which you have been previously notified.

For your information we wish to advise that the total revised contract amount is $636,123.52, and that no force account work was performed on the job. This contract was completed on December 5, 1949 and accepted by the Highway Commission on February 6, 1950.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Portland Branch Office

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

RECEIVED
AUG - 4 1950
FOR FILING

6-1112

3058

C
O
P
Y

August 2, 1950

Umpqua River Navigation Company
Reedsport
Oregon

Gentlemen:

Please be advised that the State Highway Commission is ready to make revised final payment, on or after August 12, 1950, to Del R. Beebe Construction Co. for grading and paving on the Delmar-Coaledo Section of the Oregon Coast Highway.

Our records show a claim filed by your Company against this contract, togeather with contracts No. 3056 and No. 3058, in the amount of $60,000. Will you please notify this office as to whether or not this claim has been satisfied so that we can release the contractor's final warrant as soon as possible.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
JUN 6 1950
FOR FILING
6-1112
3058

June 2, 1950

Del R. Beebe Construction Company,
P. O. Box 138
Eugene, Oregon.

Attention: Mr. E. L. Jeffs,
Office Manager.

Gentlemen: F-172 (4) 3057

Please pardon my delay in replying to your letters of May 1 and May 10, relative to materials used on your Contracts Nos. 3057 and 3058

We have carefully checked the computations as set forth in your tabulation of April 4, 1950, and, as these computations are based on actual measurements, they, of course, take precedence over the theoretical computations compiled in this office. For instance, your computations indicate that the conversion factor on asphaltic concrete is .6568, whereas we used a theoretical .8 factor. This factor will vary according to the amount of moisture in the materials.

We have no facts to substantiate a different quantitiy than set forth by your conversions, and therefore, the Highway Department concurs in your estimate of quantities in the amount of 69,168.36 cubic yards plus an additional amount of 816.03 cubic yards for miscellaneous asphaltic concrete and miscellaneous crushed rock, resulting in a grand total of 69,984.39 cubic yards.

Very truly yours,

R. H. Baldock,
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer.

WCW:ME

CC Coos-Curry Farmers' Cooperative
Ballards Route,
Coquille, Oregon.

RECEIVED
APR 3 - 1950
FOR FILING

6-1112

3058

COPY

March 31, 1950

~~Del R. Beebe~~ Construction Company
P. O. Box 138
Eugene, Oregon

Attention: Mr. L. E. Jeffs, Office Manager

Gentlemen:

In connection with crushed rock materials used on your Contracts Nos. 3057 and 3058, you are advised as follows:

We furnished to the Coos-Curry Farmers' Cooperative, upon its request, the quantity of rock, gravel, and aggregates used on the two projects according to our measurements and calculations. These total 78,271 cubic yards. I attach hereto a tabulation indicating the basis on which we arrived at this quantity.

The quantities furnished to the Cooperative do not necessarily mean that all of the materials were handled over its spur. For instance, you used a considerable quantity of muck sand in the asphaltic concrete, and probably you did not handle this muck sand over this spur. If the muck sand, or any other aggregates used on the job, were not handled over the spur, we would be pleased to verify this information to the Cooperative upon receipt of the same from you.

In the computation of materials used for Class "B" Asphaltic Concrete and Class "A" Concrete we naturally had to use a theoretical figure. We have used 0.8 cubic yard of aggregate for each ton of asphaltic concrete and 1.32 cubic yards of aggregate for each cubic yard of Class "A" Concrete. These figures theoretically should be approximately correct, but if you have records indicating that they are substantially incorrect we will be glad to consider the matter further.

I am sending a copy of this letter to the Coos-Curry Cooperative, and I would suggest that you attempt to work out the matter with them. Our letter to the Cooperative gave the estimated quantities used on the two contracts and did not indicate that all of these materials had been handled over its spur.

If we can be of further help in this matter, we will be pleased to cooperate.

Very truly yours,

R. H. Baldock
State Highway Engineer

Original filed in 3057 F.172 (4)

cc Coos-Curry Farmers' Coop.

By: W. C. Williams
Assistant State Highway Engineer

WCW:ms
Encl.

RECEIVED
MAR [illegible]
FOR FILING

6-111 2

3058

March 24, 1950

Coos-Curry Farmers' Cooperative
Ballards Route
Coquille, Oregon

Attention: Mr. Harry L. Haffley

Gentlemen:

Reference is made to your letter dated March 22, 1950, requesting yardage figures at the completion of Contracts 3057 and 3058.

March 9, 1950, we gave you this information, as you had requested in your letter dated November 17, 1949. Based upon our measurements and calculations, final quantities used in the construction of these projects are as follows:

Contract No. 3057, Delmar-Coaledo	47,822 cu. yds.
Contract No. 3058, Coaledo-Chrome Plant	30,449 cu. yds.
Total for both jobs	78,271 cu. yds.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

originals filed in 3057 F-172 (4)

DBP:nd

RECEIVED
MAR 27 1950
FOR FILING

6-1112

3058

3057-58 Mrs Lewis

March 23, 1950

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks your letter of March 22nd to which was attached three copies of a claim by the Umpqua River Navigation Company against Del E. Beebe Construction Company in the amount of approximately $60,000. This claim refers to Contracts 3057, 3058 and 3171A. We believe that the contract referred to as the Manning Slough Bridge should be Contract No. 3056.

This claim bears your file No. 3207.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
3-23-50 ge

RECEIVED
MAR 27 1950
FOR FILING

6-1112

3058

Mr. Lewis

March 23, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Attached is a copy of a claim received by us from the Secretary of State. This claim, in the amount of approximately $60,000, has been filed against Del R. Beebe Construction Company by the Umpqua River Navigation Company for sand and gravel furnished in connection with the contractor's operations on our contract Nos. 3057, 3058 and what they refer to as Contract 3171A. You will note that the latter contract number is identified as the Manning Slough Bridge. If the description is correct the contract number should be 3056, instead of 3171A.

This information is furnished as the United Pacific Insurance Company appears as surety on the bonds executed in connection with Contracts 3056, 3057 and 3058.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Company
P. O. Box 138
Eugene, Oregon

3-23-50, gE

RECEIVED
MAR 27 1950
FOR FILING

6-1112

3058

March 22, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

On December 8, 1949, we received an inquiry from D. Gerald Bing, Box 906, Sacramento 17, inquiring as to the necessary procedure for filing a lien against Contracts 3057 and 3058 held by Del R. Beebe Construction Company for work on the Oregon Coast Highway in Coos County. Mr. Bing has never filed a claim, but in answer to our letter directed to him he now advises as follows:

" * I have made a settlement with the Del R. Beebe Construction Company and therefore do not wish to file a lien on his Coos Bay Contracts. * "

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

RECEIVED
MAR 27 1950
FOR FILING

6-1112

3058

3-17-[illegible]

Mrs Lewis

March 22, 1950

Mr. D. Gerald Bing
Box 906
Sacramento 17, California

Dear Mr. Bing:

We acknowledge with thanks your letter of March 15 advising that you have made a settlement with the Del R. Beebe Construction Company and do not wish to file a lien on his Coos Bay Contracts No. 3057 and 3058.

We will advise the contractor and the surety that this information has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
3-22-50, g C

RECEIVED
[illegible] 14 1950
FOR FILING

6-111 2
3058

March 9, 1950

Coos-Curry Farmers' Cooperative
Bullards Route
Coquille, Oregon

Attention: Mr. Harry L. Heffley

Gentlemen:

Reference is made to your letter dated November 17, 1949, requesting rock quantities on State Highway Contracts 3056, 3057 and 3058.

Rock, gravel and aggregates used in the construction of these contracts according to our measurements and calculations are as follows:

Contract No. 3056, Manning Slough Bridge, none. The concrete was hauled ready-mixed to the job.

Contract No. 3057, Dalmar-Coaledo	47,822.0 cu. yds.
Contract No. 3058, Coaledo-Chrome Plant	30,449.0 cu. yds.
	78,271.0 cu. yds.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

originals filed
in 3057
F.172 (4)

[illegible]:md

RECEIVED
MAR 3 1950
FOR FILING

6-1112

OREGON STATE HIGHWAY COMMISSION

March 1, 1950
(Date)

3058	13-final	Del R. Beebe Construction Co.
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
2562	369780	12,163.32	2/28/50

[illegible]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date:

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: MAR 2 1950

NOTED ON CARD

3-2-50

OREGON STATE HIGHWAY COMMISSION

March 1, 1950
(Date)

3058	13-final	Del R. Beebe Construction Co.
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
2562	369780	12,163.32	2/28/50

[illegible]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Aug. 31, 1950

ACCOUNTING DIVISION

Completed: Oct. 29, 1949

Contract Accepted: Dec. 19, 1949

Time Extensions: None needed

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-1-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

HBGlaisyer

Warrant Mailed:

RECEIVED
FOR FILING

6-7112

3058

February 15, 1950

Mr. D. Gerald Bing
Box 906
Sacramento
California

Dear Mr. Bing:

On December 3, 1949 you wrote this office in regard to your intention of filing a lien on money due Del R. Beebe Construction Company in connection with his contracts Nos. 3056, 3057 and 3058.

Will you please advise us immediately regarding the status of your claim as we are now ready to make final payment on contract No. 3058, which covers grading and paving on the Coaledo-Chrome Section of the Oregon Coast Highway in Coos County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
2-15-50 gl

RECEIVED
FEB 15 1950
FOR FILING

6-1112
3058

February 15, 1950

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Please be advised that State Highway Contract No. 3058, for work on the Coaledo-Chrome Plant Section of the Oregon Coast Highway in Coos County, has been completed by the contractor, Del R. Beebe, assigned to United Pacific Insurance Company, and that final payment in the amount of $12,163.32 will be made on or after February 25, 1950, providing outstanding claims have been satisfied and this office notified.

There is a claim filed against this project by Earl Bales in which he states that he and approximately fifteen other men have not been paid for hauling gravel with their own trucks, also one by D. Gerald Bind of Sacramento, of which you have been previously notified.

For your information we wish to advise that the total contract amount is $403,619.17, of which amount $329.95 represents force account items. This contract was completed October 29 and accepted by the Commission December 19, 1949.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor and are also the assignee. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Durham & Bates

NOTED ON CARD
2-15-50

RECEIVED
FEB 15 1950
FOR FILING

6-1112
3058

February 15, 1950

Mr. Earl Bales
1207 South Front
Coos Bay, Oregon

Dear Mr. Bales:

Reference to your letter of September 28, 1949 advising that yourself and about fifteen other men had been hauling gravel with your own trucks for Del R. Beebe, contractor, and had not received any pay. You stated this work was done on the Oregon Coast Highway between Coquille and Coos Bay but did not specify which contract this work was done on, nor did you answer our letter of September 30 in which we asked for this information.

Will you please advise us immediately whether or not this claim has been settled as we are ready to make final payment on State Highway Contract No. 3058, covering grading and paving on the Coaledo-Chrome Plant Section of the Oregon Coast Highway in Coos County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CAR
2-15-50, gl

RECEIVED
JAN 24 1950
FOR FILING

6-1112

3058

December 13, 1949

Mr. D. Gerald Bing
Box 906
Sacramento 17, California

See: F-172(4)
3056

Dear Mr. Bing:

This is to acknowledge your letter of December 8 in which you state that you wish to file a lien on money due Del R. Beebe Construction Company in connection with his Contracts Nos. 3056, 3057 and 3058. To file a claim with this office against these jobs you should submit a brief statement of the amounts owed you, showing the time and what services or goods were furnished.

The State does not attempt to collect claims filed against contracts and no effort is made by the State to determine the validity of claims submitted. We do, however, keep a record of all claims submitted and advise the surety and the contractor of their receipt. As you may know, each contractor in Oregon is required to secure a full coverage bond on each contract which coverage provides not only for completion of the work but payment of all bills incurred in connection with each job. On the three contracts you mention, the United Pacific Insurance Company has provided the bonds. Their agent is Durham and Bates, 901 Southwest Washington, Portland 5. If your claim is filed with this office we will notify the surety, or if you so desire you may file your claim directly with them.

For your information, Contract 3056, for work on the Manning Slough Bridge was completed August 31, 1949, and accepted by the Commission September 21, 1949. Final payment has been made on this job. Contract 3057, for grading and paving on the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County was completed on December 5, 1949, and final payment has not been made. Contract 3058 for grading and paving the Coaledo-Chrome Plant Section of the Oregon Coast Highway in Coos County was completed October 29, 1949, and final payment has not as yet been made.

In the event that you wish to protect your claim beyond a period of six months after the job is completed and accepted, we suggest that a claim be filed with the Secretary of State. For your convenience in so doing we are enclosing an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

12-13-49 JR

Secretary

FAQ:md
Enc.

RECEIVED
JAN 24 1950
FOR FILING

6-1112

3058

December 13, 1949

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have received a letter from D. Gerald Bing, General Contractor, Box 906, Sacramento 17, advising that Del R. Beebe Construction Company owes him an unstated amount of money for services or materials furnished in connection with Mr. Beebe's Contracts 3057, 3058 and Bridge 3171A which, we understand, is Contract 3056, also with Mr. Beebe.

We suggested to Mr. Bing that he provide a statement of his claims and when such a statement is received we will advise you further.

This information is furnished as the United Pacific Insurance Company appears as surety on the bonds executed in connection with Contracts 3056, 3057 and 3058.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Del R. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

NOTED ON CARD

12-13-49

Form E-1—6M—11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 10, 1949, 19

Section Coaledo - Chrome Plant

Kind of work Grading & Paving

Highway Oregon Coast

Section prefix 6 - 1112

Contractor Del R. Beebe Const Co.

Contract number 3058

Date of contract Sept. 7, 1948, 19

Date of completion Oct.31,1950, 19

Date work started Aug. 18, 1948, 19

Estimated date of completion Oct. 39, 1949, 19

Amount of contract . . . . $ 420,980.00

Per cent of time elapsed 61.4 %

Estimated cost of completed project, exclusive of engineering . . . . $ 412,965.00

Per cent of contract completed, based on total contiact price . . . . 100 %

Engineering cost to date $ 24,000.00, 5.65 %

Date project was completed Oct. 29, 1949, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party on the job all week retracing right-of-way centerline and setting R/W pins on the right-of-way line.

NOTED
H. W. LIBBY

H. G. SMITH

NOTED
E. M. [illegible]

Signed C C Gale

Address North Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Fair		
Saturday			

RECEIVED
DEC 5 - 1949
OFFICE OF
CONSTRUCTION ENGINEER

12-48-2M

RECEIVED
DEC 13 1949
FOR FILING

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

S-2060-B

IN REPLY PLEASE REFER TO
L-11-79875

R

December 9, 1949

6-1112

3058

Mr. Del R. Beebe
Del R. Beebe Construction Company
P. O. Box 138
Eugene, Oregon

W. C. WILLIAMS

6-1112
3058

Dear Sir:

Your letters of November 30 and December 5, 1949, addressed to Mr. J. W. Davis, Roadmaster at Coos Bay, regarding release in connection with repair work on culvert at Chrome.

It is not our practice to sign a release such as accompanied your letter, but this will advise you that the repairs just done on this culvert are satisfactory.

Usual procedure of acceptance of the completed job is made upon receipt of letter from the State asking for our approval.

Yours truly,

(Signed) Original L. P. HOPKINS

Cy: Oregon State Highway Commission
Salem, Oregon

RECEIVED
DEC 1 [illegible]
[illegible]
STATE [illegible] COMMISSION

RECEIVED
NOV 30 1949
FOR FILING

6-112

3058

November 29, 1949

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Dal R. Beebe Construction Co., assigned to United Pacific Insurance Co., on contract No. 3058 covering the Coaledo-Chrome Plant Section of the Oregon Coast Highway in Coos County. This payment, in the amount of $20,135.50, will be made on or after December 9, 1949. The retained percentage is $12,106.88.

There is a claim filed against this project by Earl Bales in which he states that he and approximately fifteen other men have not been paid for hauling gravel with their own trucks. You have been previously notified of this claim.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
11-29-49 g

RECEIVED
DEC 5 1949
FOR FILING

Copy

6-1112

3058

September 30, 1949

Mr. Earl Bales
1207 South Front
Coos Bay, Oregon.

Dear Mr. Bales:

We have your letter of September 28 advising that yourself and about fifteen other men who had been working for Del R. Beebe on the Oregon Coast Highway between Coquille and Coos Bay have not to date received any pay for your services.

Mr. Beebe had three contracts between Coquille and Coos Bay, being our contracts Nos. 3056 for the Manning Slough Bridge, 3057 for work on the Delmar-Coaledo Section of the Oregon Coast Highway and 3058 for work on the Coaledo-Chrome Plant Section on the same highway. As of this date only Contract 3056 has been completed.

We will record your claim in this office and notify the surety and the contractor of its receipt.

The surety on all three of the contracts is the United Pacific Insurance Company whose agent on these bonds is Durham and Bates, 901 Southwest Washington, Portland.

In order to make your claim more definite and to protect it beyond the ordinary period of six months after the job has been completed and accepted, we suggest that you file it with the Secretary of State. We are enclosing herewith and excerpt from the Oregon Law outlining the procedure and form to be used.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

Noted on Card

9-30-49 gl

C O P Y

Sept. 28, 1949

Deaf Sir:

I and about 15 other men have been working for Del R. Beebe on State Highway 101 between Coquille and Coos Bay, Oregon, hauling gravel with our own trucks. We were wondering if you could help us or tell us how to get our pay from them.

Most of us quit about 2 months ago and as of yet havent received a cent.

Thanking you sincerely;

Earl Bales
1207 South Front
Coos Bay, Oregon.
Tel. 1016J.

Noted on card
9-30-49 gl.

Referred to Query,
by Secretary
prepare usual letters.
HBG

RECEIVED
DEC 5 [illegible]
FOR FILING

6-1112

3058

copy

September 30, 1949

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

We have today received a letter from Mr. Earl Bales, 1207 South Front, Coos Bay, Oregon, advising that he and about 15 other men who have been working for Del R. Beebe on the Oregon Coast Highway between Coquille and Coos Bay, hauling gravel with their own trucks have not been paid for their services. No amounts are stated in Mr. Bales' letter.

From the location he has given, we assume that the claim applies to any one or all three contracts No. 3056, 3057 and 3058, being respectively the Manning Slough Bridge, the Delmar-Coaledo Section and the Coaledo-Chrome Plant Section, all on the Oregon Coast Highway in Coos County.

This information is furnished as the United Pacific Insurance Company appears as surety on all three of the above contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham & Bates
901 S. W. Washington Street
Portland 5, Oregon

Del R. Beebe Construction Company
P. O. Box 138
Eugene, Oregon.

NOTED ON CARD

9-30-49.gl

RECEIVED
MAR 19 1951
FOR FILING

6-1112

3058

August 29, 1949

Copy on original
3057-7113 (4)

Umpqua River Navigation Co.,
Reedsport, Oregon.

Gentlemen:

Reference is made to your letter dated August 25, 1949, regarding sand, gravel, crushed material, etc., on State Highway Contract No. 3057, Delmar-Coaledo Section and Contract No. 3058, Coaledo-Chrome Plant Section, on Estimate No. 8, work done to July 10, 1949.

Materials placedon cubic yards basis are as follows

Item	Contract 3057	Contract 3058
Rock or gravel backfill in Drains	546.5 c.y.	651.0 c.y.
2½" -)" Material in Base	1,650 c.y.	4,500.0 c.y.
3/4" -0" Materials in Base and Shoulders	157 c.y.	700.0 c.y.

Materials inwhich aggregates are incorporated:

Class "A" Concrete	120.0 c.y.	100.0c.y.

Materials on hand but not yet incorporated in construction:

2½" -0" Gravel (Base Material)	5,300 c.y.	--
3/4 - 0" Asphaltic Contrete Aggregates	13,000 c.y.	10,000 c.y.

The above quantities are totals as pf July 10, 1949, and reported by our Engineer in charge on Estimates No. 8.

Very truly yours,

H. B. Glaisyer
Secretary.

DBP:cw

UMPQUA RIVER NAVIGATION COMPANY

Barges, Towing Sand & Gravel
Since 1889

Copy

Reedsport, Oregon
August 25, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon.

Dear Mr. Glaisyer:

Kindly forward quantities of sand, gravel, crushed material and AC sand and gravel on Estimate No. 8 for Contract 3057 and Contract 3058.

Yours very truly,

UMPQUA RIVER NAVIGATION CO,

BY:

Signed (C. Rebaglink)

Referred to
Probert
by secretary

Will you please prepare a reply for me.

HBG.

RECEIVED

FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

6-1112

3058

July 22, 1949

Mr. Ben R. Chandler
State Highway Commissioner
101 N. Broadway Street
Coos Bay, Oregon

V. C. WILLIAMS

Dear Mr. Chandler:

On July 20, Mr. Williams, accompanied by Messrs. Smith and Lytle, made a complete investigation of progress on the Delmar-Coaledo and Coaledo-Chrome Plant contracts, Nos. 3057 and 3058. Briefly, the status of the work and the prospects for completing this year are as follows:

The contractor is approximately 90% complete with his grading work. Of some 800,000 cubic yards to be moved on the two jobs, he has approximately 75,000 cubic yards left to move. His present progress varies from 2,500 to 4,000 yards per day, and, judging from the nature of the materials left to move, his daily average should be not less than 3,000. This would require 25 days working time, or a completion of the grading about August 20. Mr. Williams estimates, however, that there is bound to be some lost time, and he feels that September 1 is more likely to be the date of completion of the grading. This will in no way interfere with operations of the paving contractor, as sufficient grading is now completed to keep the paving contractor going until September 1.

The paving contractor should be able to complete the job, in so far as laying of the pavement is concerned, with any reasonable break in the weather. He is some two weeks behind in his scheduled starting date, as the paving operations will not start until about July 28. As two or three days are usually lost at the start of a job, the actual starting date of the pavement work will be about August 1. The contractor is setting up an excellent plant, one of the very best that has been set up in the state. He has a 3,000-pound pug mixer, with two large drying drums, and should have no difficulty in producing a minimum output of 100 tons per hour. He estimates the production of 1,000 to 1,200 tons daily, and this, I believe, he can make. He has 37,500 tons to lay, which means, then, 38 working days, or approximately 50 days elapsed time, exclusive of time lost due to weather. If he does not lose more than 10 days time by reason of rain during August and September, he could finish the job by October 1, provided rock base can be laid fast enough ahead of his operations.

The most questionable item for completion this year is the crushed gravel base and surfacing. There are required, as of date, 30,000 yards of crushed gravel surfacing materials and 20,000 cubic yards of crushed gravel for the asphaltic concrete. This totals 50,000 yards, and the present output of Hinsdale is around 1,000 to 1,200 yards daily, so that approximately 50 working days will be required to lay the surfacing course. It appears, therefore, that unless Hinsdale can step up his output of crushed gravel, it is questionable that the job can be finished by October 1. The crushed rock is definitely the bottleneck on the work at the present time, and not the grading or the asphaltic paving work.

Mr. Lytle is going to Reedsport to confer with Hinsdale and on to Coos Bay Friday, July 22 (today) to see whether or not it would be possible for Hinsdale to increase his working hours. If this can be done, it is believed that there would be a very reasonable prospect of completing all work on the job, with the possible exception of minor cleanup, which will not involve the traveling public, this fall.

Mr. Williams states that the contractor's present superintendent, Jack Bud, has the work better organized than at any time since it started. The work is progressing smoothly and efficiently at this time. Al Horton will be in charge of the paving work, and he is one of the best paving men in the state. Both Mr. Beebe and his paving subcontractors, Porter Yett and Al Horton, are extremely desirous of completing the work this year, as they both realize that it would be very expensive for either to have to hold equipment there another year. It is apparent, therefore, that neither contractor will unduly delay progress of the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. T. H. Banfield
Mr. Chas. H. Reynolds
Mr. W. C. Williams ✓

RECEIVED

FOR FILING

6-1112

3058

File

Salem, Oregon
June 1, 1949

Mr. J. M. Devers

You recently advised me that you had a telephone call from Attorney Bedingfield of Coos Bay, wanting to know if Mr. Beebe's contract with the state had been taken over by his bonding company.

The bonding company has not taken over Mr. Beebe's work, but it is financing the completion of his contracts and has assigned a representative of the bonding company to the job to look after the bonding company's interests and act as cosigner for all checks issued by Mr. Beebe.

The bonding company's representative on the job at Coos Bay is Mr. Joe Stemmer, and, if Mr. Bedingfield has any claims which are just, he should take the matter up with Mr. Stemmer.

W. C. Williams

WCW:me

8-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 25, 1949

Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W C. WILLIAMS

Dear Mr. Williams:

Attorney Bedingfield of Coos Bay just phoned me this afternoon and wanted to know whether the contract between the State of Oregon and Mr. Beebe has been taken over by his bonding company.

It appears from what Mr. Bedingfield said that the contractor is quite delinquent in the payment of some claims and the rental on some equipment. I told him that I did not know that the contract had been taken over by the bonding company, but in any event, I advised him to write me concerning the nature of his claims and the amount, and I would contact his bonding company.

I am passing this information on to you so that you may be advised of alleged delinquencies on the part of the contractor.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:FRC

RECEIVED
JUN 15
FOR FILING
6-1112
3058

COPY

June 2, 1949

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

This acknowledges your letter of June 1, 1949, transmitting blanket assignments to the United Pacific Insurance Company, of all monies due, or to become due to Del R. Beebe Construction Company, in connection with its contracts, Nos. 3033, 3056, 3057 and 3058, with the State Highway Commission for State Highway construction.

We shall be pleased to honor these assignments. The warrants in payment of future estimates in connection with these jobs will all be mailed to the United Pacific Insurance Company, Board of Trade Building, Portland, Oregon, pursuant to your letter of May 13, 1949, and as confirmed by Mr. Stemmer's letter of May 27, 1949.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - Del R. Beebe Const. Co.
1391 W. 2nd St.
Eugene, Oregon

cc - M. H. Hawke (2) - Att'n. Carl Smith
F. A. Query

Mr. Hawke: I attach an executed copy of each of the assignments mentioned in the above letter, the originals of which I have retained for the Highway Commission's records and files. Will you please see that all future warrants issued in connection with the four jobs concerned, are mailed to the United Pacific Insurance Company, Board of Trade Building, Portland, Oregon

Originals filed in Federal Aid UI-161 (13) Contract #3033

JOHN LICHTY
Attorney at Law
Failing Building
Portland 4, Oregon
Telephone ATwater 8478

C
O
P
Y

June 1, 1949

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re. Del R. Beebe Construction Company-
State Highway Commission contracts
3033, 3056, 3057 and 3058

Pursuant to your request I have had Mr. Beebe execute the State Highway Commission's standard form and enclose original and one copy of each.

Yours very truly,

Signed John Lichty

John Lichty

JL:m

Enc.

Originals filed in Federal Aid UI-161 (13) Contract #3033

United Pacific
Insurance Company
Home Office - Tacoma Washington

Portland Office - 627 Board of Trade Building
Portland 4, Oregon

COPY

May 27, 1949

Mr. H. B. Glaisyer,
Oregon Highway Commission,
Salem, Oregon

My dear Mr. Glaisyer: Del R. Beebe Construction Company.

Referring to our conversation relative to estimate checks for Del R. Beebe Construction Company, I consulted with Mr. Lichty, our attorney. As you know these estimate checks have been assigned to the United Pacific Insurance Company, to be expended under joint control, myself being the joint signer of all expenditures.

Mr Beebe does his banking at the United States National Bank, Eugene Branch, Eugene. Mr. Lichty advised me that it would be best for all concerned to endorse and deposit these checks at the United States National Bank, Portland with instructions to transfer the funds to the Eugene Branch. You may therefore bollow Mr. Lichty's previous instructions contained in a letter to you.

Yours very truly,

Signed, J. H. Stemmer,

J. H. Stemmer,
Fidelity and Surety Department

B.

Originals filed in Federal Aid UI-161 (13) Contract #3033

C
O
P
Y

May 20, 1949

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

Upon my return from this week's meeting of the State Highway Commission, I find on my desk your letter of May 13, transmitting assignments of moneys due or to become due the Del R. Beebe Construction Company, in connection with its four contracts with the State Highway Commission, Nos. 3033, 3056, 3057 and 3058.

I   I am sorry, but we can not accept the assignment as prepared but we will be pleased to honor assignments prepared on the State Highway Commission's standard form. I have had prepared five copies of our standard form of assignment, for each of the above mentioned projects, and I enclose them. Please have these properly executed by the Del R. Beebe Construction Company, and return the original and one copy of each to me for further handling. Please also furnish a letter from the United Pacific Insurance Company consenting to the assignments as prepared, without prejudice to the bond. This probably is unnecessary, because the assignment is being made in favor of the Insurance Company, nevertheless we would like to have it in our files.

It is my understanding that certain estimates are now in the process of payment, so if you could expedite these matters, it would be helpful and will avoid delay in issuing warrants.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts
Enc.

cc - M. E. Hawks
F. A. Query

Originals filed in Federal Aid UI-161 (13)   Contract # 3033

John Lichty
Attorney At Law
Failing Building
Portland 4, Oregon
Telephone ATwater 8478

COPY

May 13, 1949

State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re: Del R. Beebe Construction Co.

It has become necessary for the surety company to enter into the picture in connection with the four contracts now being performed by Del R. Beebe for the State Highway Commission, being Contracts Numbered, 3033, 3056, 3057 and 3058.

We are arranging for the financing of this contractor and have taken from him assignments of all funds due or to become due under these contracts. I enclose herewith original of these assignment. Will you please acknowledge receipt of the same and see that all future payments are made to the surety company, United Pacific Insurance Co. Board of Trade Building, Portland, Oregon.

If for any reason these assignments are not sufficient, please adivse me and I will procure forms that meet with the approval of the Commission.

Yours very truly,

Signed John Lichty

John Lichty

JL:m

Enc.

Originals filed in Federal Aid UI-161 (13) Contract # 3033

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENT: That the undersigned, DEL R. BEEBE, doing business as DEL R. BEEBE CONSTRUCTION CO., does hereby assign and set over unto UNITED PACIFIC INSURANCE CO. any and all sums due or to become due under contract No. 3058 with the State of Oregon for the construction of Coaledo Chrome Plant section of the Oregon Coast Highway in Coos County, Oregon, and does hereby authorize the said UNITED PACIFIC INSURANCE CO. or its authorized representative, to receipt for any and all sums so due or to become due in the name, place and stead of the said DEL R. BEEBE, to endorse any and all checks or warrants made payable to him in connection with the said contract.

DATED this 11th day of May, 1949.

Del R Beebe
D.B.A. Del R. Beebe Construction Co.

RECEIVED
JAN 5 - 1949
FOR FILING

E 1112

3/3 P

939W

January 4, 1949

Mr. Edwin Reininger
Route 1, Box 488
Coos Bay, Oregon

Dear Sir:

Please pardon the delay in replying to your letter of December 7, having reference to approach road to your property. We have, however, found it necessary to make an investigation, and this, naturally, has taken some time.

We are sorry that you are being inconvenienced during the reconstruction of the highway, but, until the weather abates so that the contractor can install the necessary culvert pipe and perform grading work, there is little that can be done. The fact of the matter is that, when the right of way was purchased from you, we were not informed that you intended to build again on the remaining property, which is cut off from the highway by a steep natural hillside. Our construction plans did not indicate any approach, but when it was determined that you were going to rebuild, an approach road was staked out, but the contractor was unable to complete it before inclement weather prevented his doing so.

Please rest assured that we will make every effort to see that this condition is remedied, just as soon as the weather will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. H. G. Smith
Mr. K. D. Lytle

FORM E-50 10M 8-46 29652

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24th, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to Assignment #939, I am attaching letter from Mr. Gall but I wish to advise that the property owners along the Coaledo-Chrome Plant Section will have to get along as best they can until work can be resumed in the spring as it is impossible to do any more grading work with the incessant rainfall.

On account of the slow progress on the North Bend-Coos Bay Section and the complaints of citizens of that community regarding the lack of progress, it was felt that a different policy whould be pursued on the Coaledo-Chrome Plant Section and that Beebe should be allowed to take advantage of the fall weather. Had he waited to install all the culverts, he would have done practically no grading work last fall. His superintendent or subcontractor (whichever he is) apparently did not realize the impossibility of doing any work during the winter season and thought he could install many culverts after the rains started. He is proceeding with some culverts during lulls between storms but accomplishing very little.

I do not feel that approaches on steep grades can be made to these properties during the winter months, and I feel that the property owners will have to get along as best they can until next summer.

Very truly yours,

H. G. Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-30 25M 3-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

North Bend, Ore.
Dec. 14, 1948

SUBJECT: Reininger Complaint
Coaledo - Chrome Plant

To:

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon

Dear Sir:

Reininger's property is on the southeasterly side of the hgihway between stations 613/20 and 620 on the Coaledo - Chrome Plant Section.

I can imagine that when the right-of-way was purchased the agent had no idea the owner would ever build again on the remaining property as it is cut off from the highway by very high cut slopes and steep natural hillsides. However the owner did rebuild, and high above the grade of the highway making it difficult to construct a safe adaquate approach. No approach was indicated on the plans.

Nevertheless an approach was staked out opposite station 617/50 on approximately a 20% grade. The contractor never seemed to get around to grading it. Couldn't use it now if it was constructed except for foot traffic, as the contractor never completed the culvert throught the highway here at station 617/95 and therefore the water is forced to run down the grade and over the area the owner has to travel to get to his property. An extensive slide occuring opposite station 616/0 has further aggrevated the situation.

Completion of this culvert should be the first step in relieving the situation. The contractor has so many of the culverts to complete that I don't know when the work will be done.

Very truly yours,

C C Gale

Resident Engineer

ASSI NT

DESCRIPTION: **Letter of Protest from Edwin Reininger, Coos Bay Dec 7 regarding condition Hwy Dept has left his property.** No. 939

HCH

DATE: **December 9, 1948** ASSIGNED TO: **H. G. Smith**

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☑ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ____________

☐ ____________

REPORT RECEIVED: 12-29-48

REMARKS:

Protest

Coos Bay, Oregon
December 7th, 1948

Oregon State Highway Commission
Oregon State Office Building
Salem, Oregon

Gentlemen:

I am sorry that it is necessary to enter a protest but it seems necessary under the circumstances. The highway work joining my property has been done for a considerable length of time. There are no attempts made to correct the inconvenience being put upon me and my family. We are forced to walk nearly a quarter of a mile to and from the highway, pack our supplies in the best way we can, in case of sickness it is impossible to get in or out, during rainy weather, all members of the family have to wear boots in order to get to the highway, numerous other things could be mentioned, but I don't believe it is necessary as you will understand from the outline of this letter. All due to the contractor failing to come in and pipe under the highway for an outlet for the water and also preventing the State from building the road in to my road so that I can drive in and out.

This will also serve notice that it will be impossible for my children to go to school and bring in adequate food and supplies in to the property, it seems the responsibility will rest on the contractor and the State Highway Commission from here on out.

Yours Truly

Edwin Reininger
Edwin Reininger
Rte 1, Box 488
Coos Bay, Oregon

RECEIVED
DEC 8 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 17 1948
FOR FILING

1112

9658

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1948

SUBJECT:

To:

Mr. R. H. Baldock ✓

Mr. W. C. Williams

We have received in this office a fully executed copy of the agreement between the State Highway Commission and the Southern Pacific Company covering the grant of easement by the railroad company to the state for construction and maintenance of a highway and appurtenant slopes upon railroad company property near Chrome, Coos County.

This agreement was entered into in connection with construction of the Oregon Coast Highway between Delmar and Chrome Plant, in Coos County. It is being filed in the Commission's records and files as Railroad Agreement No. 332.

Secretary

eo

NOTED

RECEIVED
OCT 6 1948
FOR FILING

6-1112

3058

October 5, 1948

Del E. Beebe Construction Co.
P. O. Box 138
Eugene, Oregon

Gentlemen:

We are sending you today, by express, three copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3056, covering the Manning Slough Bridge on Oregon Coast Highway in Coos County, awarded September 3, 1948.

Contract No. 3057, covering the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County, awarded September 3, 1948.

Contract No. 3058, covering the Coaledo-Chrome Section of the Oregon Coast Highway in Coos County, awarded September 7, 1948.

The above copies are for your records and files. An executed copy of each contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
NOV 17 1948
FOR FILING

6-1112

September 7, 1948

Del R. Beebe Construction Co.
1391 W. 2nd Street
Eugene, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Coaledo-Chrome Plant Section of the Oregon Coast Highway, in Coos County. This award was based on your low bid of $420,980.00 submitted on August 9, 1948.

Contract forms will be sent to you for execution within the next few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

sc

cc - H. G. Smith
Baldie Lewis
W. H. Probert
L. R. White, Assistant Commissioner
Industrial Accident Commission

S+C

STIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☒	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 7, 1948
11:15 a.m.

Del B. Beebe
1391 W. 2nd St.
Eugene, Oregon

State Highway Commission awarded you today contract for Coaledo-Cypress Plant Section of Oregon Coast Highway, Coos County, based on your low bid submitted August 9, 1948. Contract forms follow shortly.

H. B. Glaisyer, Secretary
State Highway Commission

ss

Charge

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
SEP - 7 1948
FOR FILING

3058

6-1112

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 3, 1948

SUBJECT:
Coaledo-Chrome

To:

C. C. Gall
Resident Engineer

Dear Sir:

On the Coaledo-Chrome Job, the Department intends to let the contract to Del Beebe, providing he signs a letter agreeing to stay off the railroad encroachments which are shown on the map as #14, #15, #16 and #17. Will you please have Martin stake these encroachments so there will be no chance of Beebe getting on them.

NOTED
C. WILLIAMS

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

kdl;g

cc: Williams

RECEIVED
SEP 7 1948
OREGON
STATE HIGHWAY COMMISSION

6-1112 Coaledo-Chrome Plant Sec., 1950
Oregon Coast Hwy.
#3058 Inspection & Engineers Reports

~~B. Dept. Copy~~

Salem, Oregon May 2, 1950

STATE OF OREGON,

To Southern Pacific Company, Dr.

San Francisco 5, California

②

Project Coos Bay-Coaledo Section

Highway Comm. Agreement No. 332 321

Sub-Division No.

Ry. Company's Agreement No.

Estimate No. 3 Final

Period Covered See Bills Attached

Prefix & Acct. No. 6-1030-283

Item	Total Amount To Date	Previous Amount	Present Amount
Bills numbered 415,112; 415,037; 416,098; 415,887; 416,195; 416,927; 417,790; and 418,050	2,848.97	2,848.97	- - -
Bill No. 418,546	84.95	- - -	84.95
Totals	2,933.92	2,848.97	84.95
Retained 0.0 %	- - -	284.90	284.90
Total Payments	2,933.92	2,564.07	369.85

Pay This Estimate $ 369.85

Computed by

Checked by

Approved Field Engr.

Previous Voucher No. 3201

Approved:

Bridge Office Engineer

S-89-15M

S-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 418546
Quote above number when remitting

Month's Account
Dept. No.
Date Made MAR 1 1950 19

To SOUTHERN PACIFIC COMPANY, Dr.

[illegible]

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
San Francisco 5, California.

[illegible]		[illegible]

RECEIVED
MAR 6 1950
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

DISTRIBUTION: AW Sheppard

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California.

STATE OF OREGON Portland Division J 38

Coos Bay Coaledo

November 1949				
Inspection				
Instrumentman (315.00/168 hrs.)	8 hrs. @ 1.875		15.00	
Vacation allowance	15.00	3.00 C	.45	
Unemployment and Retirement Taxes	15.45	6.00 C	.93	
Compensation Insurance	15.00	4.00 C	.60	
Supervision	"	10.00 C	1.50	18.48
Personal Expenses				
L. F. Rea, Instrumentman	3 meals		2.90	
" " "	1 pullman		2.02	4.92
Total Inspection for month of November 1949				23.40
Telegraph Work				
Raise telegraph wires for crossing				
Dist. Lineman (352.83/168 hrs.)	8 hrs.	2 1002	16.80	
Vacation allowance	16.80	3.00 C	.50	
Unemployment and Retirement Taxes	17.30	6.00 C	1.04	
Compensation Insurance	16.80	4.00 C	.67	
Supervision	"	10.00 C	1.68	20.69
Personal Expenses				
F. W. Davis, Dist. Lineman	1 meal		1.25	
" " " " private auto	22 miles	.07	1.54	2.79
Material - Southern Pacific Co.				
Cross arms 6' - 6 pr.	2 ea.	.73 ea.	1.46	
Sleeves nico-press No. 9	7 "	.08 "	.56	
" " " " 8	2 "	.08 "	.16	2.18
Handling costs - Stores and material yards 2.18 @ 5.00 C				.11
Material - Western Union Co.				
Bracket, pole oak	3 ea.		.18	
Pole, RWC Class 7 30'	1 "		14.18	
" " " 6 "	1 "		13.28	
Bolts, nuts	2 "		.40	
Screws Lag 5"	2 "		.10	
Wire #9 Copper	40 lin.ft.		.45	28.59
Material Released - Western Union				
Pole, RWC Class 7 20'	1 ea.		7.30	
" " " 6 "	1 "		9.25	16.55
Total - Telegraph work - Month of November 1949				37.81
Total - " " " "				61.21

sk

Portland Division

STATE OF OREGON

Coos Bay - Coaledo

December 1949

Inspection

Instrumentman (315.00/168 hrs.)	8 hrs.	@ 1.875	15.00	
Vacation allowance	15.00	3.00 C	.45	
Unemployment and Retirement Taxes	15.45	6.00 C	.93	
Compensation Insurance	15.00	4.00 C	.60	
Supervision	"	10.00 C	1.50	18.48

Personal Expenses

L. F. Rea, Instrumentman	3 meals	3.05	
" " "	1 pullman	2.01	
" " "	2 bus fares	.20	5.26

Total - Inspection for month of December 1949	23.74
Total - Month of December 1949	23.74
Total - Months of November and December 1949	$ 84.95

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 78 Week ending, Nov. 5, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	INSPECTION					
2	Instrumentman (315.00/168)	Hours	8	1.875	15.00	
3	Vacation Allowance		$ 15.00	3.00 c	.45	
4	R.R.Retirement and Unemployment Taxes		15.45	6.00 c	.93	
5	Workmen's Compensation Insurance		15.00	4.00 c	.60	
6	Supervision		15.00	10.00 c	1.50	
7						18.48
8	Personal Expense					
9	L.F.Ree - Instrumentman	Meals	3		2.90	
10	" " - "	Pullman	1		2.02	
11						4.92
12	Total - Inspection					23.40
13	Total - Weekly Report Summary No. 78					23.40

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 79 Week Ending November 12, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
	Telegraph Work					
	Raise Telegraph Wires for Crossing					
1	Dist. Lineman (352.83/168 Hr.)					
2	Vacation Allowance	Hours	8	2.1002	16.80	
3	R.R. Retirement and Unemployment Taxes		$16.80	3.00 c	.50	
4	Workmen's Compensation Insurance		17.30	6.00 c	1.04	
5	Supervision		16.80	4.00 c	.67	
6			16.80	10.00 c	1.68	
						20.69
	Personal Expense					
7	F. W. Davis, Dist. Lineman					
8	" " "	Meal	1		1.25	
9	Private Auto -	Miles	22	.07	1.54	
						2.79
	Material - Western Union					
10	Bracket, Pole, Oak					
11	Pole, R.W.C. Class 7 30'	Each	3		.18	
12	" " Class 6 30'	"	1		14.18	
13	Bolts, Nuts, 10"	"	1		13.28	
14	Screws, Lag, 5"	"	2		.40	
15	Wire #9 Copper	"	2		.10	
16		Lin.Ft.	40		.45	
						28.59
	Material Released - Western Union					
17	Pole, R.W.C. Class 7 20'					
18	" " Class 6 20'	Each	1		7.30 Cr.	
19		"	1		9.25 Cr.	
						16.55 Cr.
	Material - Southern Pacific Co.					
20	Crossarms, 6' 6 pin (S.H.)					
21	Sleeves, Nicopress No. 9	Each	2	.73	1.46	
22	" " " 8	"	7	.08	.56	
23		"	2	.08	.16	
24	Handling Cost Stores and Material Yards $2.18 at $5.00 c					2.18 .11
25	Total Telegraph Work					37.81
26	Total Weekly Report Summary No. 79					37.81

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

Weekly Report Summary No. 80 Week Ending November 19, 1949

" " " " 81 " " " 26, 1949

" " " " 82 Period Ending " 30, 1949

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 63 Week Ending December 3, 1949

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 84 Week Ending December 10, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
	INSPECTION					
1	Instrumentman (315.00/168 Hr.)	Hours	8	1.875	15.00	
2	Vacation Allowance		$15.00	3.00 %	.45	
3	R.R. Retirement and Unemployment Taxes		15.45	6.00 %	.93	
4	Workmen's Compensation Insurance		15.00	4.00 %	.60	
5	Supervision		15.00	10.00 %	1.50	
6						18.48
	Personal Expenses					
7	L. F. Rea, Instrumentman	Meals	3		3.05	
8	" "	Pullman	1		2.01	
9	" "	Bus Fare	2		.20	
10						5.26
11	Total Inspection					23.74
12	Total Weekly Report Summary No. 84					23.74

Salem, Oregon February 14, 1950

STATE OF OREGON,

To Southern Pacific Company, Dr.

San Francisco 5, California

Project Coos Bay - Coaledo Section

Highway Comm. Agreement No. 332-321

Sub-Division No.

Ry. Company's Agreement No.

Estimate No. 2

Period Covered August 1948 to October 1949

Prefix & Acct. No. 6-1030-283

Item	Total Amount To Date	Previous Amount	Present Amount
Bills Numbered			
415112, 415037, 416398, 415887,			
416195, 416927 and 417790	$2793.78	2793.78	
Bill No. 418050	55.19		55.19
Totals	2848.97	2793.78	55.19
Retained 10 %	284.90	279.38	5.52
Total Payments	2564.07	2514.40	49.67

Pay This Estimate $49.67

Computed by

Checked by

Approved Field Engr.

Previous Voucher No.

Approved: WCR 2-14-50

Bridge Office Engineer

8-49-100M

S-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 4[illegible]8050
Quote above number when remitting
Month's Account DECEMBER 1949
Portland Division Dept. No. J-700
Date Made DEC 22 1949 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

oct. 6

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
San Francisco 5, California

For cost of labor and materials furnished during the month of ~~November~~ 1949, in connection with highway easement at Coos Bay, Coaledo, Oregon, in accordance with Agreement Audit No. 79224, A. of D. No. 23673 dated August 10, 1948. Detail attached. I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed. SOUTHERN PACIFIC COMPANY E. V. COLE, Auditor of Disbursements		$ 55.19

DISTRIBUTION:
By________________________Chief Clerk

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

C.S.-120-B

DETAIL OF BILL COLLECTIBLE

Portland Division

Sheet No. 1
Dept. No. J-841
Audit No. 418050

Payer State of Oregon

Coos Bay - Coaledo

October 1949

Inspection				
Instrumentman (315.00/168 hr.)	8 hrs.	1.875	15.00	
Vacation Allowance	15.00	@ 3.00 C	.45	
Unemployment and Retirement Taxes	15.45	6.00 C	.93	
Compensation Insurance	15.00	4.00 C	.60	
Supervision	15.00	10.00 C	1.50	18.48
Personal Expense				
L. F. Rea, Instrumentman	3 Meals		3.10	
" " "	1 Pullman		2.01	5.11
Total Inspection for Month of October 1949				23.59
Watchman				
Carpenter	12 hrs.	@ 1.57	18.84	
Vacation Allowance	18.84	3.00 C	.57	
Unemployment and Retirement Taxes	19.41	6.00 C	1.16	
Compensation Insurance	18.84	4.00 C	.75	
Supervision	18.84	10.00 C	1.88	23.20
Equipment Operation				
M. E. Forrester - Carpenter - Auto	120 Miles	@ .07		8.40
Total Watchman for October 1949				31.60
Total - Month of October 1949				$ 55.19

Binding Margin

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 72 Week ending, Oct. 1, 1949

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

RECEIVED
FEB 14 1950
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 73 Week ending, Oct. 8, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	WATCHMAN					
2	Carpenter B&B #30	Hour	10	1.57	15.70	
3	Vacation Allowance		$ 15.70	3.00 c	.47	
4	R.R.Retirement and Unemployment Taxes		16.17	6.00 c	.97	
5	Workmen's Compensation Insurance		15.70	4.00 c	.63	
6	Supervision		15.70	10.00 c	1.57	
7						19.34
8	Equipment Operation					
9	M.E.Forrestor - Carpenter Auto	Miles	100	.07		7.00
10	Total - Watchman					26.34
11	Total - Weekly Report Summary No. 73					26.34

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 74 Week ending, Oct. 5, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	INSPECTION			$	$	$
2	Instrumentman (315.00/168)					
3	Vacation Allowance	Hour	8	1.875	15.00	
4	R.R.Retirement and Unemployment Taxes		$ 15.00	3.00 c	.45	
5	Workmen's Compensation Insurance		15.45	6.00 c	.93	
6	Supervision		15.00	4.00 c	.60	
7			15.00	10.00 c	1.50	
8	Personal Expense					18.48
9	L.F.Rea - Instrumentman					
10	" " - "	Meals	3		3.10	
11		Pullman	1		2.01	
12	Total - Inspection					5.11
13	WATCHMAN					23.59
14	Carpenter					
15	Vacation Allowance B&B No.30	Hour	2	1.57	3.14	
16	R.R.Retirement and Unemployment Taxes		$ 3.14	3.00 c	.09	
17	Workmen's Compensation Insurance		3.23	6.00 c	.19	
18	Supervision		3.14	4.00 c	.13	
19			3.14	10.00 c	.31	
20	Equipment Operation					3.86
21	M.E.Forrestor - Carpenter - Auto	Miles	20	.07		
22	Total Watchman					1.40
23	Total Weekly Report Summary No. 74					5.26
						28.85

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 75 Week ending, Oct. 22, 1949
" " " No. 76 " " Oct. 29, 1949
" " " No. 77 Period ending, Oct. 31, 1949

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

[illegible]

Salem, Oregon November 16, 1949

STATE OF OREGON,

To Southern Pacific Co., Dr.

San Francisco 5, California

Project Coos Bay - Coaledo, Oregon

Section

Highway Comm. Agreement No. 332 321

Sub-Division No.

Ry. Company's Agreement No. 79224

Estimate No. 1

Period Covered See Bills Attached

Prefix & Acct. No. 6-1030-283

Item	Total Amount To Date	Previous Amount	Present Amount
Invoice 415112	430.92		430.92
415037	317.21		317.21
416098	1,087.73		1,087.73
415887	63.82		63.82
416195	40.60		40.60
416927	349.49		349.49
417790	504.01		504.01
Totals	2,793.78		2,793.78
Retained 10 %	279.38		279.38
Total Payments	2,514.40		2,514.40

RECEIVED
FEB - 3 1950
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Pay This Estimate $ 2,514.40

Computed by

Checked by

Approved Field Engr.

Previous Voucher No.

Approved:

Bridge Office Engineer

147-10CM

S-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 415112
Quote above number when remitting

Month's Account December 1948
Portland Division Dept. No. J-758
Date Made 194

To SOUTHERN PACIFIC COMPANY, Dr. JAN 8 1949

State of Oregon,
C/o R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
San Francisco 5, California

For cost of labor and material furnished during the months of August, September and October 1948 in connection with Easement at Coos Bay - Coaledo, Oregon, in accordance with Agreement Audit No. 79224 dated August 19, 1948. Detail attached. I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transaction have been complied with; and that State or local sales taxes are not included in the amounts billed. SOUTHERN PACIFIC COMPANY, R. V. COLE, Auditor of Disbursements, By W. Sheppard Chief Clerk.		$ 430.99

DISTRIBUTION:

RECEIVED
JAN 14 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

State of Oregon

COOS BAY - COALEDO, OREGON

[illegible]

August 1948 Weekeys 1-3 incl

Inspection					
Engineer Inspector (315.00/208)	8 hrs. @	1.5144		12.12	
Jr. Instrumentman (275.00/208)	16 "	1.3221		21.15	
Total -				33.27	
Vacation Allowance	$ 33.27 @	3.00	C	1.00	
Unemployment & Retirement Taxes	33.67	6.25	"	2.10	
Compensation Insurance	33.27	4.00	"	1.33	
Supervision	"	10.00	"	3.33	41.03
Personal Expenses					
L. P. Rea, Engr. Insp.	3 meals			3.20	
" " " "	2 lodgings			6.00	
J. E. Thomas, Jr. Instrumentman	7 meals			8.20	
" " "	3 lodgings			8.00	25.40
Total - Inspection and Month of August -					66.43

September 1948 Weekeys 4-8 incl

Inspection					
Engineer Inspector (315.00/200)	16 hr.	1.575		25.20	
Jr. Instrumentman (275.00/200)	28 "	1.375		38.50	
Total -				63.70	
Vacation Allowance	$ 63.70	3.00	C	1.91	
Unemployment & Retirement Taxes	[illegible]	6.25	"	4.02	
Compensation Insurance	63.70	4.00	"	2.55	
Supervision	"	10.00	"	6.37	78.55
Personal Expenses					
L. P. Rea, Engr. Inspector	6 meals			6.15	
" " " "	4 berths			8.06	
" " " "	1 bus			.20	
J. E. Thomas, Jr., Instrumentman	12 meals			13.05	
" " "	2 lodgings			5.00	
" " "	2 berths			4.03	36.49
Total Inspection -					$ 115.04

GW
State of Oregon

Flag Protection

Section 143 - Foreman (242.32/200)	7 hr. @	1.2116	8.48	
" " O.T.	1 "	1.79	1.79	
Section Laborers	13 "	.96	12.48	
" " O.T.	4 "	1.44	5.76	
Total -			28.51	
Vacation Allowance	28.51	3.00 C	.86	
Unemployment & Retirement Taxes	29.37	6.25 "	1.84	
Compensation Insurance	28.51	4.00 "	1.14	
Supervision	"	10.00 "	2.85	35.20
Total Flag Protection -				$ 35.20

Move and protect wires while contractor is clearing

Lineman (338.23/200)	12 hr.	1.6912	20.29	
Vacation Allowance	$ 20.29	3.00 C	.61	
Unemployment & Retirement Taxes	18.56	6.25 "	1.16	
Compensation Insurance	20.29	4.00 "	.81	
Supervision	"	10.00 "	2.03	24.90
Personal Expenses				
N. E. Martinson, Lineman	2 meals			2.30
Equipment				
Track motor car	1-1/2 days @ 1.38			2.07
Supplies				
Gasoline	2-1/2 gal.	.14	.35	
Oil	1 pt.	.40 gal.	.05	.40
Store Expense	.40	8.00 C		.03
Material				
Wire, 16 ga. Duplex	1 000 ft.	.02		20.00
Store expense	$ 20.00	8.00 C		1.60
Total Move and protect wires while contractor is clearing -				$ 51.30
Total - Month of September -				$ 201.34

GW

State of Oregon

3

J-758

October 1948 Weeklys 9-14 incl

Inspection				
Engineer Inspector (315.00/208)	16 hrs.	1.5144	24.23	
Jr. Instrumentman (275.00/208)	49 "	1.3221	64.78	
Total -			89.01	
Vacation Allowance	$ 89.01 @	3.00 %	2.67	
Unemployment & Retirement Taxes	90.50	6.25 "	5.66	
Compensation Insurance	89.01	4.00 "	3.56	
Supervision	"	10.00 "	8.90	109.80
Personal Expenses				
L. F. Ren, Engr. Inspector	6 meals		6.30	
" " " "	4 berths		8.06	
J. W. Thomas, Jr., Instrumentman	19 meals		18.20	
" "	2 lodgings		5.00	
" "	5 berths		10.07	
" "	1 bus		.20	47.83
Equipment				
Track motor car	4 days	1.38		5.52
Total - Inspection and Month of October				163.15
Total - Months of August, September and October 1948 -				$ 430.92

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 1 Week Ending: August 21, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
	INSPECTION					
1	Jr. Instrumentman (275.00/208)	Hours	4	1.3221	5.29	
2	Vacation Allowance		$5.29	3.00 c	.16	
3	Unemployment & Retirement Taxes		5.45	6.25 c	.34	
4	Compensation Insurance		5.29	4.00 c	.21	
5	Supervisison		5.29	10.00 c	.53	6.53
	PERSONAL EXPENSES					
6	J. E. Thomas - Jr. Instrumentman	Meal	2			2.10
7	Total Inspection and Weekly Report Summary No. 1					8.63

RECEIVED
DEC 13 [illegible]
[illegible]

Ok C C Hall
Res. Eng.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 2   Week Ending: August 28, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
	INSPECTION					
1	Jr. Instrumentman (275.00/208)	Hours	4	1.3221	5.29	
2	Vacation Allowance		$5.29	3.00 c	.16	
3	Unemployment & retirement taxes		5.45	6.25 c	.34	
4	Compensation Insurance		5.29	4.00 c	.21	
5	Supervision		5.29	10.00 c	.53	6.53
	PERSONAL EXPENSES					
6	J. E. Thomas, Jr. Instrumentman	Meal	2		2.65	
7	" " "	Lodging	1		3.00	5.65
8	Total Inspection and Weekly Report Summary No. 2					12.18

A. E. C. Hall
Res. Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 3

Period: August 30 - 31, 1948

	Description (1)	Unit (2)	Quantity (3) $	Unit Rate (4)	Amount (5) $	Total (6) $
	INSPECTION					
1	Engineer Inspector (315.00/208)	Hours	8	1.5144	12.12	
2	Jr. Instrumentman (275.00/208)	"	8	1.3221	10.58	
3	Total				22.70	
4	Vacation Allowance		$22.70	3.00 c	.68	
5	Unemployment & Retirement Taxes		22.78	6.25 c	1.42	
6	Compensation Insurance		22.70	4.00 c	.91	
7	Supervision		22.70	10.00 c	2.27	27.98
	Personal Expenses					
8	L. F. Rea, Engr. Inspector					
9	" , "	Meal	3		3.20	
10	J. E. Thomas, Jr. Instrumentman	Lodging	2		6.00	
	" , "	Meal	3		3.45	
		Lodging	2		5.00	17.65
12	Total Inspection and Weekly Report Summary No. 3					45.63

RECEIVED
DEC 13 1948
[illegible]

Ok C C Gall
Res Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 4 Period: September 1 - 4, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
	INSPECTION					
1	Jr. Instrumentman (275.00/200)	Hours	8	1.375	11.00	
2	Vacation Allowance		$11.00	3.00 c	.33	
3	Unemployment & Retirement Taxes		11.33	6.25 c	.71	
4	Compensation Insurance		11.00	4.00 c	.44	
5	Supervision		11.00	10.00 c	1.10	13.58
	Personal Expenses					
6	J. E. Thomas, Jr. Instrumentman	Meal	4			3.95
7	Total - Inspection and Weekly Report Summary No. 4					17.53

RECEIVED
DEC 13 1948
OREGON STATE HIGHWAY COMMISSION
[illegible]

Ok C C Hall
Res. Engr.

Sheet 1 of 2 Sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 5 — Week Ending: September 11, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
	Inspection					
1	Jr. Instrumentman (275.00/200)	Hours	20	1.375	27.50	
2	Vacation Allowance		$27.50	3.00 c	.83	
3	Unemployment & Retirement Taxes		28.33	6.25 c	1.77	
4	Compensation Insurance		27.50	4.00 c	1.10	
5	Supervision		27.50	10.00 c	2.75	33.95
	Personal Expenses					
6	J. E. Thomas, Jr. Instrumentman	Meal	8		9.10	
7	" , "	Berths	2		4.03	
8	" , "	Lodging	2		5.00	18.13
	Total Inspection					52.08
	Flag Protection					
10	Foreman (242.32/200) Sec. 143	Hours	7	1.2116	8.48	
11	" overtime "	"	1	1.79	1.79	
12	Laborers "	"	13	.96	12.48	
13	" overtime "	"	4	1.44	5.76	
14	Total				28.51	
15	Vacation Allowance		$28.51	3.00 c	.86	
16	Unemployment & Retirement Taxes		29.37	6.25 c	1.84	
17	Compensation Insurance		28.51	4.00 c	1.14	
18	Supervision		28.51	10.00 c	2.85	35.20
19	Total Flag Protection					35.20
20	Move and Protect Wires While Contractor is Clearing					
21	Lineman (338.22/200)	Hours	12	1.6912	20.29	
22	Vacation Allowance		$20.29	3.00 c	.61	
23	Unemployment & Retirement Taxes		18.54	6.25 c	1.16	
24	Compensation Insurance		20.29	4.00 c	.81	
25	Supervision		20.29	10.00 c	2.03	24.90

Sheet 2 of 2 Sheets

PROJECT: Coos Bay - Coaledo, Oregon

WEEKLY REPORT SUMMARY No. 5

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
	Personal Expenses					
1	H. E. Martinson - Lineman	Meal	2			2.10
	Equipment					
2	Motor Car	Day	1½	1.38		2.07
3	**Supplies**					
4	Gasoline	Gal.	2½	.14	.35	
5	Oil	Pint	1	.40 gal.	.05	.40
6	Store expense		$0.40	8.00 c		.03
	Material					
7	Wire, 16 ga. Duplex	Ft.	1,000	.02		20.00
8	Store expense		$20.00	8.00 c		1.60
9	Total Move and Protect Wires While Contractor is Clearing					51.10
10	Total Weekly Report Summary No. 5					138.38

OK C. C. Stall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 6 Week Ending: September 18, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
	INSPECTION					
1	Engineer Inspector (315.00/200)	Hours	8	1.575	12.60	
2	Vacation Allowance		$12.60	3.00 c	.38	
3	Unemployment & Retirement Taxes		12.36	6.25 c	.77	
4	Compensation Insurance		12.60	4.00 c	.50	
5	Supervision		12.60	10.00 c	1.26	15.51
	Personal Expenses					
6	L. F. Rea, Engr. Inspector	Meal	3		2.95	
7	" , "	Bus	1		.20	
8	" , "	Berths	2		4.03	7.18
	Total Inspection and Weekly Report Summary No. 6					22.69

RECEIVED
DEC 14 '48
OREGON [illegible]

ok E C Hall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 7 Week Ending: September 25, 1948

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
INSPECTION					
1 Engineer Inspector (315.00/200)	Hours	8	1.575	12.60	
2 Vacation Allowance		$12.60	3.00 c	.38	
3 Unemployment & Retirement Taxes		12.36	6.25 c	.77	
4 Compensation Insurance		12.60	4.00 c	.50	
5 Supervision		12.60	10.00 c	1.26	15.51
Personal Expenses					
6 L. F. Rea, Engr. Inspector	Meal	3		3.20	
7 " , "	Berths	2		4.03	7.23
Total Inspection and Weekly Report Summary No. 7					22.74

RECEIVED
DEC 13 1948
OREGON STATE HIGHWAY COMMISSION

Ok C C Hale

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 8 Period: September 27 - 30, 1948

WEEKLY REPORT SUMMARY No. 9 Period: October 1 - 2, 1948

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

Nothing to Report

RECEIVED
DEC 18 1948
OREGON STATE HIGHWAY COMMISSION
[illegible]

Ok C. C. Hall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 10 Week Ending: October 9, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
	INSPECTION					
1	Jr. Instrumentman (275.00/208)	Hours	9	1.3221	11.90	
2	Vacation Allowance		$11.90	3.00 c	.36	
3	Unemployment & Retirement Taxes		12.26	6.25 c	.77	
4	Compensation Insurance		11.90	4.00 c	.48	
5	Supervision		11.90	10.00 c	1.19	14.70
	Personal Expenses					
6	J. E. Thomas, Jr. Instrumentman	Meal	4		3.45	
7	" , "	Berth	1		2.01	5.46
	Total - Inspection and Weekly Report Summary No. 10					20.16

RECEIVED
DEC 1[illegible] 1948
[illegible]

ok C E Hall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 11 Week Ending: October 16, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
	INSPECTION					
1	Engineer Inspector (315.00/208)	Hours	8	1.5144	12.12	
2	Jr. Instrumentman (275.00/208)	"	8	1.3221	10.58	
3	Total				22.70	
4	Vacation Allowance		$22.70	3.00 c	.68	
5	Unemployment & Retirement Taxes		22.78	6.25 c	1.42	
6	Compensation Insurance		22.70	4.00 c	.91	
7	Supervision		22.70	10.00 c	2.27	27.98
	Personal Expenses					
8	L. F. Rea, Engr. Inspector	Meals	3		3.20	
	" , "	Berth	2		4.03	
	J. E. Thomas, Jr. Instrumentman	Meals	3		2.90	
11	" , "	Lodging	1		2.50	
12	" , "	Berth	1		2.02	14.65
	Equipment					
13	Track motor car	Day	1	1.38		1.38
14	Total Inspection and Weekly Report Summary No. 11					44.01

RECEIVED
[illegible] 13 1948

ok E. C. Hall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Ocalede, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 12 Week Ending: October 23, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
	INSPECTION			$	$	$
1	Jr. Instrumentman(275.00/208)	Hours	16	1.3221	21.15	
2	Vacation Allowance		$21.15	3.00 c	.63	
3	Unemployment & Retirement Taxes		21.78	6.25 c	1.36	
4	Compensation Insurance		21.15	4.00 c	.85	
5	Supervision		21.15	10.00 c	2.12	26.11
	Personal Expense					
6	J. E. Thomas - Jr. Instrumentman	Meals	6		5.90	
7	" "	Berth	2		4.03	9.93
	Equipment					
8	Track Motor Car	Day	2	1.38		2.76
9	Total Inspection and Weekly Report Summary No. 12					38.80

RECEIVED
DEC 13 1948
[illegible]

OK C C Hall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Goos Bay - Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 13 Week Ending: October 30, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
	INSPECTION			$	$	$
1	Engineer Inspector (315.00/208)	Hours	8	1.5144	12.12	
2	Jr. Instrumentman (275.00/208)	"	16	1.3221	21.15	
3	Total				33.27	
4	Vacation Allowance		$33.27	3.00 c	1.00	
5	Unemployment & Retirement Taxes		33.67	6.25 c	2.10	
6	Compensation Insurance		33.27	4.00 c	1.33	
7	Supervision		33.27	10.00 c	3.33	41.03
	Personal Expenses					
8	L. F. Rea, Engr. Inspector	Meals	3		3.10	
9	" , "	Berth	2		4.03	
	J. E. Thomas, Jr. Instrumentman	Meals	6		5.95	
11	" , "	Lodging	1		2.50	
12	" , "	Berth	1		2.01	
13	" , "	Bus	1		.20	17.79
	Equipment					
14	Track Motor Car	Day	1	1.38		1.38
15	Total Inspection and Weekly Report Summary No. 13					60.20

RECEIVED
[illegible]

Ok C C Gall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon, State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 14 One Day: October 31, 1948

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

Nothing to Report

RECEIVED
[illegible]
STATE HIGHWAY

ok E. C. Gale

4-47-100M

S-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 415037
Quote above number when remitting

Month's Account JANUARY 1949
Portland Division Dept. No. J-81
Date Made FEB 12 1949 194

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
San Francisco 5, California

For cost of labor and material furnished during the months of November and December 1948 in connection with Easement at Coos Bay-Coaledo, Oregon in accordance with Agreement Audit No. 79224 dated August 10, 1948.

Detail attached.

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed.

SOUTHERN PACIFIC COMPANY
R. V. COLE, Auditor of Disbursements

$ 317.21

DISTRIBUTION:

By Chief Clerk.

RECEIVED
FEB 21, 49
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

Portland Division J-81

State of Oregon

Coos Bay - Coaledo

Nov. 1948 Weekdays 15- 19 Incl

Inspection				
Engineer Inspector (315.00/200)	✓8 hrs.	@ 1.575	12.60	
Jr. Instrumentman (275.00/200)	✓40 "	1.375	55.00	
Total			67.60	
Vacation Allowance	67.60	3.00 C	2.03	
Unemployment & Retirement Taxes	69.01	6.25 C	4.31	
Compensation Insurance	67.60	4.00 C	2.70	
Supervision	"	10.00 C	6.76	83.40
Personal Expenses				
L. F. Rea, Engr. Insp.	3 meals		3.15	
" "	2 Pullmans		4.03	
J. E. Thomas, Jr. Instrumentman	15 meals		14.95	
" "	3 Lodgings	2.50	7.50	
" "	2 Bus fares		.30	
" "	5 Pullmans		10.07	40.00
Equipment				
Track motor car	5 days	@ 1.38		6.90
Total-Inspection and Month of Nov. 1948				130.30

December 1948

Inspection				
Engineer Inspector (315.00/208)	✓8 hrs.	@ 1.5144	12.12	
Jr. Instrumentman (275.00/208)	✓60 "	1.3221	79.33	
Total			91.45	
Vacation Allowance	91.45	3.00 C	2.74	
Unemployment & retirement Taxes	93.60	6.25 "	5.85	
Compensation Insurance	91.45	4.00 "	3.66	
Supervision	"	10.00 "	9.15	112.85
Personal Expenses				
L. F. Rea, Engineer Insp.	3 meals		2.95	
" "	2 Pullmans		4.03	
J. E. Thomas, Jr. Instrumentman	22 meals		23.05	
" "	6 Lodgings		14.50	
" "	2 Bus fares		.65	
" "	4 Pullmans		8.06	53.24

RECEIVED
FEB 21 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

State of Oregon

Equipment				
Track motor car	4 days @	1.38		5.52
Supplies for motor car				
Gasoline	3 gals. @	.15	.45	
Oil	3 pints	42.60 C gal.	.16	.61
Store expense	.61	6.00 C		.04
Total - Inspection for Dec.				172.26
Surfacing track				
Section 143 - Foreman (248.32/208)	1-1/2 hrs. @	1.19	1.79	
" Laborers	10-1/2 "	96	10.08	
Total			11.87	
Vacation Allowance	11.87	3.00 C	.36	
Unemployment & Retirement Taxes	12.23	6.25 C	.76	
Compensation Insurance	11.87	4.00 C	.47	
Supervision	"	10.00 C	1.19	14.65
Total - Surfacing Track				14.65
Total - Month of December 1948				186.91
Total - Months of November and December 1948				$ 317.21

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 15 Week Ending November 6, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
	INSPECTION					
1	Jr. Instrumentman (275.00/200)	Hour	8	1.375	11.00	
2	Vacation Allowance		$11.00	3.00 %	.33	
3	Unemployment and Retirement Taxes		11.33	6.25 %	.71	
4	Compensation Insurance		11.00	4.00 %	.44	
5	Supervision		11.00	10.00 %	1.10	13.58
6						
	Personal Expenses					
7	J. R. Thomas, Jr. Instrumentman	Meal	3		3.00	
8	" "	Bus fare	1		.10	
9	" "	Pullman	1		2.01	5.11
10						
	Equipment					
11	Track motor car	Day	1	1.38		1.38
12	Total Inspection and Weekly Report Summary No. 15					20.07

RECEIVED
JAN 28 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

ok C.C. Hall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 16

Week Ending November 13, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
	INSPECTION					
1	Engineer Inspector (315.00/200)	Hour	8	1.575	12.60	
2	Jr. Instrumentman (275.00/200)	"	8	1.375	11.00	
3	Total				23.60	
4	Vacation Allowance		$23.60	3.00 c	.71	
5	Unemployment & Retirement Taxes		23.69	6.25 c	1.48	
6	Compensation Insurance		23.60	4.00 c	.94	
7	Supervision		23.60	10.00 c	2.36	
8						
						29.09
	Personal Expenses					
9	L. F. Rea, Engr.Insp.					
10	" "	Meals	3		3.15	
11	J. E. Thomas, Jr.Instrumentman	Pullman	2		4.03	
12	" "	Meals	3		2.95	
13	" "	Lodging	1	2.50	2.50	
14	" "	Bus fare	1	.20	.20	
15		Pullman	1		2.02	
						14.85
	Equipment					
16	Track motor car	Day	1	1.38		1.38
17	Total Inspection and Weekly Report Summary No. 16					45.32

RECEIVED
JAN 28 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

ok C C Hall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 17 — Week Ending November 20, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
	INSPECTION					
1	Jr. Instrumentman (275.00/200)	Hour	16	1.375	22.00	
2	Vacation Allowance		$22.00	3.00 %	.66	
3	Unemployment & Retirement Taxes		22.66	6.25 %	1.42	
4	Compensation Insurance		22.00	4.00 %	.88	
5	Supervision		22.00	10.00 %	2.20	
6						27.16
	Personal Expenses					
7	J. E. Thomas, Jr. Instrumentman	Meal	6		6.00	
8	" "	Lodging	1		2.50	
9	" "	Pullman	2		4.03	
10						12.53
	Equipment					
11	Track motor car	Day	2	1.38		2.76
12	Total Inspection and Weekly Report Summary No. 17					42.45

RECEIVED
JAN 28 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

ok C. C. Hall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon – Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 18   Week Ending November 27, 1948

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

RECEIVED
JAN 28 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

ok C. C. Hall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 19 Period: November 28-30, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
	INSPECTION					
1	Jr. Instrumentman (275.00/200)	Hour	8	1.375	11.00	
2	Vacation Allowance		$11.00	3.00 %	.33	
3	Unemployment & Retirement Taxes		11.33	6.25 %	.71	
4	Compensation Insurance		11.00	4.00 %	.44	
5	Supervision		11.00	10.00 %	1.10	
6						13.58
	Personal Expenses					
7	J. E. Thomas, Jr. Instrumentman	Meal	3		3.00	
8	" "	Lodging	1		2.50	
9	" "	Pullman	1		2.01	
10						7.51
	Equipment					
11	Track motor car	Day	1	1.38		1.38
12	Total Inspection and Weekly Report Summary No. 19					22.47

RECEIVED
JAN 28 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 20 Period: December 1-4, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
	INSPECTION					
1	Jr. Instrumentman (275.00/208)	Hour	8	1.3221	10.58	
2	Vacation Allowance		$10.58	3.00 %	.32	
3	Unemployment & Retirement Taxes		10.90	6.25 %	.68	
4	Compensation Insurance		10.58	4.00 %	.42	
5	Supervision		10.58	10.00 %	1.06	
6						13.06
	Personal Expenses					
7	J. E. Thomas, Jr. Instrumentman	Meal	3		3.05	
8	" "	Bus fare	1		.45	
9						3.50
10	Total Inspection and Weekly Report Summary No. 20					16.56

RECEIVED
JAN 28 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

ok C C Hall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 21 — Week Ending December 11, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
	INSPECTION					
1	Jr. Instrumentman (275.00/208)	Hour	4	1.3221	5.29	
2	Vacation Allowance		$5.29	3.00 c	.16	
3	Unemployment & Retirement Taxes		5.45	6.25 c	.34	
4	Compensation Insurance		5.29	4.00 c	.21	
5	Supervision		5.29	10.00 c	.53	6.53
6						
	Personal Expenses					
7	J. E. Thomas, Jr. Instrumentman	Meal	1		1.30	
8	" "	Lodging	1		2.50	
9	" "	Bus fare	1		.20	4.00
10						
	Equipment					
11	Track motor car	Day	1			1.38
12	Total Inspection and Weekly Report Summary No. 21					11.91

RECEIVED
JAN. 23 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Ok C C Hall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 22 — **Week Ending December 18, 1948**

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
	INSPECTION					
1	Engineer Inspector (315.00/208)	Hour	8	1.5144	12.12	
2	Jr. Instrumentman (275.00/208)	"	32	1.3221	42.31	
3					54.43	
4	Vacation Allowance		$54.43	3.00 c	1.63	
5	Unemployment & Retirement Taxes		55.47	6.25 c	3.47	
6	Compensation Insurance		54.43	4.00 c	2.18	
7	Supervision		54.43	10.00 c	5.44	
8						67.15
	Personal Expenses					
9	L. F. Rea, Engr. Insp.	Meal	3		2.95	
10	" "	Pullman	2		4.03	
11	J. E. Thomas, Jr. Instrumentman	Meal	12		12.80	
12	" "	Lodging	3		7.00	
13	" "	Pullman	2		4.03	
14						30.81
	Equipment					
15	Track motor car	Day	2	1.38		2.76
	Supplies					
16	Gasoline for motor car	Gal.	2	.15	.30	
17	Oil " " "	Pint	2	42.60c Gal.	.11	
18						.41
19	Store expense		.41	6.00 c		.02
20	Total Inspection and Weekly Report Summary No. 22					101.15

RECEIVED
JAN 28 1949
OREGON STATE HIGHWAY COMMISSION
[illegible]

ok C C Gall

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 23 Week Ending December 25, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
	INSPECTION					
1	Jr. Instrumentman (275.00/208)	Hour	8	1.3221	10.58	
2	Vacation allowance		$10.58	3.00 %	.32	
3	Unemployment & Retirement Taxes		10.90	6.25 %	.68	
4	Compensation Insurance		10.58	4.00 %	.42	
5	Supervision		10.58	10.00 %	1.06	13.06
6						
	Personal Expenses					
7	J. E. Thomas, Jr. Instrumentman	Meal	3		3.00	
8	" "	Lodging	1		2.50	
9	" "	Pullman	1		2.01	7.51
10						20.57
11	Total Inspection					
	SURFACING TRACK					
12	Foreman (248.32/208) Section 143	Hour	1-1/2	1.1938	1.79	
13	Laborers "	"	10-1/2	.96	10.08	
14	Total				11.87	
15	Vacation allowance		$11.87	3.00 %	.36	
16	Unemployment & Retirement Taxes		12.23	6.25 %	.76	
17	Compensation Insurance		11.87	4.00 %	.47	
18	Supervision		11.87	10.00 %	1.19	14.65
19						14.65
20	Total Surfacing Track					
21	Total Weekly Report Summary No. 23					35.22

RECEIVED
JAN 23 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

ok C. C. Gale
Res Engr

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 24 — Week Ending December 31, 1948

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
	INSPECTION					
1	Jr. Instrumentman (275.00/208)	Hour	8	1.3221	10.58	
2	Vacation Allowance		$10.58	3.00 %	.32	
3	Unemployment & Retirement Taxes		10.90	6.25 %	.68	
4	Compensation Insurance		10.58	4.00 %	.42	
5	Supervision		10.58	10.00 %	1.06	
6						13.06
	Personal Expenses					
7	J. E. Thomas, Jr. Instrumentman	Meal	3		2.90	
8	" "	Lodging	1		2.50	
9	" "	Pullman	1		2.02	
10						7.42
	Equipment					
11	Track motor car	Day	1	1.38		1.38
	Supplies					
12	Gasoline for motor car	Gal.	1	.15	.15	
13	Oil " " "	Pint	1		.05	
14						.20
15	Store expense		.20	6.00 %		.01
16	Total Inspection and Weekly Report Summary No. 24					22.07

RECEIVED
JAN 23 1949
OREGON STATE HIGHWAY COMMISSION
[illegible]

ok C C Hale

4-47-100M

S-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 416098
Quote above number when remitting

Month's Account APRIL 1949
Portland Division Dept. No. J-192
Date Made MAY 3 1949

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
San Francisco 5, California

For cost of labor and material furnished during the months of June and August 1948, January and February 1949 and Retroactive pay from October 1, 1948 to December 31, 1948 inclusive, in connection with Easement at Coos Bay-Coaledo, Oregon in accordance with agreement Audit No. 79224 dated August 16, 1948

Detail attached.

$ 1,[illegible]

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed.

SOUTHERN PACIFIC COMPANY
R. V. COLE, Auditor of Disbursements

DISTRIBUTION:

A.W. Sheppard Chief Clerk.

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

Portland Division J-192

State of Oregon

Coos Bay - Coaledo, Oregon

June 1948 Sum #25

Engineering (Checking Description)

Draftsman (335.00/208)	12 hrs.	1.6106		19.33 ✓	
Vacation Allowance	19.33	3.00	C	.58	
Unemployment & Retirement Taxes	17.83	6.25	"	1.11	
Compensation Insurance	19.33	4.00	"	.77	
Supervision	"	10.00	"	1.93	23.72
Total - June 1948					23.72 ✓

August 1948 Sum #25

Engineering (Checking Description)

Draftsman (365.00/208)	2 hrs.	1.7548		3.51	
Vacation Allowance	3.51	3.00	C	.11	
Unemployment & Retirement Taxes	2.97	6.25	"	.19	
Compensation Insurance	3.51	4.00	"	.14	
Supervision	"	10.00	"	.35	4.30
tal - August 1948					4.30

January 1949 ✓ Weekly 25-30 incl

Inspection

Engineer Inspector (335.00/200)	✓12 hrs.	1.675		20.10	
Jr. Instrumentman (290.00/200)	68 "	1.45		98.60	
Total				118.70	
Vacation Allowance	118.70	3.00	C	3.56	
Unemployment & Retirement Taxes	120.10	6.50	"	7.81	
Compensation Insurance	118.70	4.00	"	4.75	
Supervision	"	10.00	"	11.87	146.69

Personal Expenses

L. F. Rea, Engr. Insp.	5 Meals	5.40	
" " " "	2 Pullman	4.03	
J. R. Thomas, Jr. Instrumentman	25 Meals	23.85	
" " "	6 Lodgings	17.00	
" " "	2 Pullman	4.03	
" " "	1 Bus	.20	54.51

RR

Portland Division J-192

State of Oregon

Coos Bay - Coaledo, Oregon

January 1949

Inspection (Cont'd.)

Equipment				
Track motor car	6 day	1.38		8.28
Supplies				
Gasoline	6 Gal.	.15	.90	
Oil	6 pt.	.05	.30	1.20
Store Expense	$ 1.20	10.00 C		.12
Total - Inspection				210.80
Telegraph Work				
Gang Foreman (357.69/200)	12 hrs.	1.7885	21.46	
District Lineman (355.26/200)	12 "	1.7763	21.32	
Extra Lineman (345.52/200)	24 "	1.7276	41.46	
Groundman (291.99/200)	12 "	1.46	17.52	
Total			101.76	
cation Allowance	101.76	3.00 C	3.05	
employment & Retirement Taxes	92.21	6.50 "	5.99	
Compensation Insurance	101.76	4.00 "	4.07	
Supervision	"	10.00 "	10.18	125.05
Personal Expenses				
L. H. Pettit, Foreman		4 meals	5.25	
" " "		2 Lodgings	4.00	
A. E. Harwell, Dist. Lineman		1 Meal	1.25	
C. E. Richter, Extra "		4 Meals	5.30	
" " " "		2 Lodgings	3.50	
S. E. Van Antwerp, Extra "		4 Meals	5.25	
" " " "		2 Lodgings	4.00	
R. L. Martin, Groundman		4 Meals	5.30	
" " "		2 Lodgings	3.50	37.35
Equipment				
Co. Truck No. 37, 5 Ton	2 days	7.75	15.50	
Gas & Oil for truck	45 miles	.05	2.25	17.75

RR

Portland Division J-192

State of Oregon

Coos Bay - Coaledo, Oregon

Telegraph Work (Cont'd.)

Material

Anchor block	1 ea.	2.19	2.19	
Brackets, oak	12 "	.0425	.51	
Poles, CI 6 . 25'	3 "	11.24	33.72	
Rod, anchor, 6'x1/2"	1 "	.54	.54	
Wire, copper No. 9	20 lb.	.3085	6.17	
" galv. iron	5 "	.056	.28	43.41

Total - Telegraph Work ✓ 223.56

Maintain drainage thru railroad culvert

Paid to Contractor Del K. Beebe for cleaning culvert 1/4 mile east of Overland.	560.51

Total - January 1949 994.87 ✓

February 1949 ✓ Weekly 31-35 Incl

Inspection

Instrumentman (310.00/184)	✓16 hrs.	1.6848		26.96	
Vacation Allowance	26.96	3.00	C	.81	
Unemployment & Retirement Taxes	26.87	6.50	"	1.75	
Compensation Insurance	26.96	4.00	"	1.08	
Supervision	"	10.00	"	2.70	33.30

Personal Expenses

L. F. Rea, Instrumentman	5 Meals	5.95	
" " "	1 Lodging	3.50	
" " "	2 Pullman	4.03	13.48

Total - February 1949 ✓ 46.78

Retroactive pay increase from October 1, 1948 to December 31, 1948 inclusive.

Feb Weekly ✓ 31-35 Incl
25-30 Incl
Jan

RH

State of Oregon Portland Division J-192

Coos Bay - Coaledo, Oregon

October 1948 Weekly Reports 9-14 incl

Inspection

Engineer Inspector (20.00/208)	16 hrs.	.0962		1.54	
Jr. Instrumentman (15.00/208)	49 "	.0721		3.53	
Total				5.07	
Vacation Allowance	5.07	3.00	C	.15	
Unemployment & Retirement Taxes	3.64	6.25	"	.23	
Compensation Insurance	5.07	4.00	"	.20	
Supervision	"	10.00	"	.51	6.16
Total - October 1948					✓ 6.16

November 1948 ✓ Weekly reports 15-19 incl

Inspection

Engineer Inspector (20.00/200)	8 hrs.	.10		.80	
Jr. Instrumentman (15.00/200)	40 "	.075		3.00	
Total				3.80	
Vacation Allowance	3.80	3.00	C	.11	
Unemployment & Retirement Taxes	3.09	6.25	"	.19	
Compensation Insurance	3.80	4.00	"	.15	
Supervision	"	10.00	"	.38	4.63
Total - November 1948					✓ 4.63

December 1948 ✓ Weekly Reports 20-24 incl.

Inspection

Engineer Inspector (20.00/208)	8 hrs.	.0962		.77	
Jr. Instrumentman (15.00/208)	60 "	.0721		4.33	
Total				5.10	
Vacation Allowance	5.10	3.00	C	.15	
Unemployment & Retirement Taxes	4.46	6.25	"	.28	
Compensation Insurance	5.10	4.00	"	.20	
Supervision	"	10.00	"	.51	6.24

State of Oregon

Portland Division

Coos Bay – Coaledo, Oregon

Surfacing Track

Section 143 – Foreman (14.28/208)	1-1/2 hrs.	.0687		.10	
" Laborers	10-1/2 "	.07		.74	
Total				.84	
Vacation Allowance	.84	3.00	C	.03	
Unemployment & Retirement Taxes	.87	6.25	"	.05	
Compensation Insurance	.84	4.00	"	.03	
Supervision	"	10.00	"	.08	1.03
Total – December 1948					7.27
Total – Retroactive pay increase					18.06

Total – Months of June & August 1948, January and February 1949 and Retroactive Pay $ 1,087.73

Feb 49	Weeklys	31-35	Incl ✓
Jan 49	✓	25-30	Incl
Dec 48	✓	20-24	Incl
Nov 48	✓	15-19	Incl
Oct 48	✓	9-14	Incl

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay -Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 25 One day, Jan. 1, 1949

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	ENGINEERING FOR MONTHS OF JUNE AND AUGUST 1948						
2	Draftsman (335.00/208)	June	Hour	12	1.6106	19.33	
3	" (335.00/208)	August	"	2	1.7548	3.51	
4	Total					22.84	
5	Vacation allowance			22.84	3.00 c	.69	
6	Unemployment & Retirement Taxes			20.80	6.25 c	1.30	
7	Compensation Insurance			22.84	4.00 c	.91	
8	Supervision				10.00 c	2.28	28.02
9 10	Total - Engineering for June and August and Weekly Report Summary No. 25						28.02

RECEIVED
APR 20 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 26 — Week ending, Jan 8, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	**Inspection**					
2	Jr.Instrumentman (290.00/200)	Hour	24	1.45	34.80	
3	Vacation allowance		34.80	3.00 c	1.04	
4	Unemployment & Retirement Taxes		35.84	6.50 "	2.33	
5	Compensation Insurance		34.80	4.00 "	1.39	
6	Supervision		34.80	10.00 "	3.48	43.04
7	**Personal Expenses**					
8	J.E.Thomas, Jr.Instrumentman	Meal	9		8.60	
9	" " "	Lodging	2	2.50	5.00	13.60
10	**Equipment**					
11	Track motor car	Day	2	1.38		2.76
12	**Supplies**					
13	Gasoline	Gallon	2	15.20 c	.30	
14	Oil	Pint	2	.40gal.	.10	.40
15	Store expense		.40	9.00 C		.04
16	Total - Inspection and Weekly Report Summary No. 26					59.84

RECEIVED
APR 20 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 27 Week ending Jan. 15, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	INSPECTION					
2	Engineer Inspector (335.00/200)	Hour	4	1.675	6.70	
3	Jr. Instrumentman (290.00/200)	"	20	1.45	29.00	
4	Total				35.70	
5	Vacation allowance		35.70	3.00 c	1.07	
6	Unemployment & Retirement Taxes		36.05	6.50 c	2.34	
7	Compensation Insurance		35.70	4.00 "	1.43	
8	Supervision		35.70	10.00 "	3.57	44.11
9	PERSONAL EXPENSES					
10	L.F. Rea, Engineer Inspector	Meal	2		2.15	
11	" " " "	Pullman	1		2.01	
12	J.E.Thomas,Jr.Instrumentman	Meal	7		6.80	
13	" " " "	Lodging	2	3.00	6.00	
14	" " " "	Pullman	1		2.02	18.98
15	EQUIPMENT					
16	Track motor car	Day	2	1.38		2.76
17	SUPPLIES					
18	Gasoline	Gallon	2	15.20 c	.30	
19	Oil	Pint	2	.40gal.	.10	.40
20	Store expense		.40	9.00 c		.04
21	Total - Inspection and Weekly Report Summary No. 27					66.29

RECEIVED
APR 20 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Sheet 1 of 2 Sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 28 Week ending, Jan. 22, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1.	INSPECTION					
2	Jr.Instrumentman (290.00/200)	Hour	16	1.45	23.20	
3	Vacation allowance		23.20	3.00 e	.70	
4	Unemployment & Retirement Taxes		23.90	6.50 e	1.55	
5	Compensation Insurance		23.20	4.00 "	.93	
6	Supervision		23.20	10.00 "	2.32	28.70
7	PERSONAL EXPENSES					
8	J.E.Thomas,Jr. Instrumentman	Meals	6		5.65	
9	" " " "	Lodging	1		3.00	
10	" " " "	Pullman	1		2.01	
11	" " " "	Bus	1		.20	10.86
12	EQUIPMENT					
13	Track motor car	Day	1	1.38		1.38
14	SUPPLIES					
15	Gasoline	Gallon	1	15.20 C	.15	
16	Oil	Pint	1	.40 Gal	.05	.20
17	Store expense		.20	9.00 e		.02
18	Total - Inspection					41.16
19	TELEGRAPH WORK					
20	Gang Foreman (357.69/200)	Hour	12	1.7885	21.46	
21	Dist.Lineman (355.26/200)	"	12	1.7763	21.32	
22	Lineman (345.52/200)	"	24	1.7276	41.46	
23	Groundman (291.99/200)	"	12	1.46	17.52	
24	Total				101.76	
25	Vacation allowance		101.76	3.00 e	3.05	
26	Unemployment & Retirement Taxes		92.21	6.50 "	5.99	
27	Compensation Insurance		101.76	4.00 "	4.07	
28	Supervision		101.76	10.00 "	10.18	125.05

RECEIVED
APR 20 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Sheet 2 of 2 Sheets

PROJ[illegible] Coos Bay-Coaledo, Oregon - [illegible]ment

Weekly Report Summary No. 28

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	**PERSONAL EXPENSES**					
2	L.H.Pettit, Gang Foreman	Meal	4		5.25	
3	" " " "	Lodging	2	2.00	4.00	
4	A.E.Harwell,Dist.Lineman	Meal	1		1.25	
5	C.E.Richter, Lineman	"	4		5.30	
6	" " "	Lodging	2		3.50	
7	S.E.Van Antwerp, Lineman	Meal	4		5.25	
8	" " " "	Lodging	2	2.00	4.00	
9	R.L.Martin, Groundman	Meal	4		5.30	
10	" " "	Lodging	2		3.50	37.35
11	**EQUIPMENT**					
12	Co. Truck No. 37 [illegible] ton	Day	2	7.75	15.50	
13	Gas and oil for truck	Mile	45	.05	2.25	17.75
14	**MATERIAL**					
15	Anchor, block	Each	1	2.19	2.19	
16	Brackets, oak	"	12	.0425	.51	
17	Poles, Cl. 6 25'	"	3	11.24	33.72	
18	Rod, anchor 6'x⅝"	"	1	.54	.54	
19	Wire, copper No. 9	Lb.	20	.3085	6.17	
20	" galv. iron	"	5	.056	.28	43.41
21	Total - Telegraph Work					223.56
22	Total - Weekly Report Summary No. 28					264.72

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 29 Week ending Jan. 29, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	INSPECTION					
2	Engineer Inspector (335.00/200)	Hour	8	1.675	13.40	
3	Jr. Instrumentman (290.00/200)	"	8	1.45	11.60	
4	Total				25.00	
5	Vacation allowance		25.00	3.00 c	.75	
6	Unemployment & Retirement Taxes		24.31	6.50 c	1.58	
7	Compensation Insurance		25.00	4.00 c	1.00	
8	Supervision		25.00	10.00 c	2.50	30.83
9	PERSONAL EXPENSES					
10	L.F.Rea, Engineer Inspector	Meal	3		3.25	
11	" " " "	Pullman	1		2.02	
12	J.E.Thomas, Jr. Instrumentman	Meal	3		2.80	
13	" " " "	Lodging	1		3.00	11.07
14	EQUIPMENT					
15	Track motor car	Day	1			1.38
16	SUPPLIES					
17	Gasoline	Gallon	1	15.20 c	.15	
18	Oil	Pint	1	.40 gal	.05	.20
19	Store expense		.20	9.00 c		.02
20	Total - Inspection and Weekly Report Summary No. 29					43.50

RECEIVED
APR 20 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 30 One day Jan. 31, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	MAINTAIN DRAINAGE THROUGH RAILROAD CULVERT					
2	Paid Beebe Construction for labor, material					
3	and equipment furnished to clean culvert located					
4	1/4 mile east of Overland - Service Order No. 82					260.51
5	Paid Beebe Construction Co. for labor, material					
6	and equipment furnished to clean culvert located					
7	1/4 mile east of Overland - Service Order No. 83					300.00
8	Total Weekly Report Summary No. 30					560.51

RECEIVED
APR 20 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 32 Week ending, Feb. 12, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	INSPECTION					
2	Instrumentman (310.00/184)	Hour	8	1.6848	13.48	
3	Vacation allowance		13.48	3.00 c	.40	
4	Unemployment & Retirement Taxes		13.43	6.50 "	.87	
5	Compensation Insurance		13.48	4.00 "	.54	
6	Supervision		13.48	10.00 "	1.35	16.64
7	PERSONAL EXPENSES					
8	L.F.Rea, Instrumentman	Meal	3		3.35	
9	" " "	Pullman	1		2.02	5.37
10	Total - Inspection and Weekly Report Summary No. 32					22.01

RECEIVED
APR 20 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 31 Period: Feb. 1-5, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	INSPECTION					
2	Instrumentman (310.00/184)	Hour	4	1.6848	6.74	
3	Vacation allowance		6.74	3.00 %	.20	
4	Unemployment & Retirement Taxes		6.72	6.50 %	.44	
5	Compensation Insurance		6.74	4.00 %	.27	
6	Supervision		6.74	10.00 %	.67	8.32
7	PERSONAL EXPENSES					
8	L.F. Rea, Instrumentman	Meal	1		1.35	
9	" " "	Pullman			2.01	3.36
10	Total - Inspection and Weekly Report Summary No. 31					11.68

RECEIVED
APR 20 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 33 Week ending, Feb. 19, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$	
1	INSPECTION					
2	Instrumentman (310.00/184)	Hour	4	1.6848	6.74	
3	Vacation allowance		$6.74	3.00 c	.20	
4	Unemployment & Retirement Taxes		6.72	6.50 c	.44	
5	Compensation Insurance		6.74	4.00 c	.27	
6	Supervision		6.74	10.00 c	.67	8.32
7	PERSONAL EXPENSES					
8	L.F. Rea, Instrumentman	Meal	1		1.25	
9	" " "	Lodging	1		3.50	4.75
10	Total - Inspection and Weekly Report					
11	Summary No. 33					13.07

RECEIVED
APR 20 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 34 Week ending, Feb. 26, 1948

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

RECEIVED
APR 20 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 35 One day, Feb. 28, 1949

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

RECEIVED
APR 20 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

4-47-100M

SOUTHERN PACIFIC LINES

S-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 415887
Quote above number when remitting

Month's Account May

Portland Division

Dept. No. S-407

Date Made JUN 4 1949

RECEIVED
JUN -8 1949
OREGON
STATE HIGHWAY COMMISSION

To SOUTHERN PACIFIC COMPANY. Dr.

State of Oregon
C/o R. H. Baldock
State Highway Engineer
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company.
CARE OF LOCAL TREASURER.
San Francisco 5, California

For cost of labor and material furnished during the months of March and April 1949 in connection with Easement at Coos Bay-Coaledo, Oregon, in accordance with Agreement Audit No. 79224 dated August 10, 1948. Detail attached.	✓	$ 63.82

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed.

SOUTHERN PACIFIC COMPANY,
R. V. COLE, Auditor of Disbursements,
By C W Sheppard Chief Clerk.

DISTRIBUTION:

RECEIVED
JUN 9 - 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

GW

1
J-407

State of Oregon

COOS BAY - COALEDO, OREGON.

Bill for March and April 1949.

March 1949 Weekly Reports 36-40 Incl

Inspection				
Instrumentman (310.00/216)	✓12 hrs. @ 1.4352		17.22	
Vacation Allowance	$ 17.22	3.00 C	.52	
Unemployment & Retirement Taxes	17.22	6.50 "	1.12	
Compensation Insurance	17.22	4.00 "	.69	
Supervision	17.22	10.00 "	1.72	21.27
Personal Expenses				
L. F. Rea, Instrumentman	4 meals		4.30	
" "	1 lodging		2.50	
" "	4 bus fares	10	.40	
" "	2 Pullman		5.03	12.23
Total - Inspection and Month of March 1949 -				$ 33.50

April 1949 Weekly Reports 41-45 Incl

Inspection				
Instrumentman (222.[illegible]/[illegible])	4-8 ✓12 hrs. @ [illegible]		17.88	
Vacation Allowance	$ 17.88	3.00 C	.54	
Unemployment & Retirement Taxes	17.88	6.50 C	1.16	
Compensation Insurance	17.88	4.00 C	.72	
Supervision	17.88	10.00 C	1.79	22.09
Personal Expenses				
L. F. Rea, Instrumentman	2 meals		4.20	
" "	2 Pullmans		4.03	8.23
Total - Inspection and Month of April 1949 -				$ 30.32
Total - Months of March and April 1949 -				$ 63.82

Weekly 36-48 Incl

RECEIVED
JUN 9 - 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 36 Period: March 1-5, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	INSPECTION					
2	Instrumentman (310.00/216)	Hour	4	1.4352	5.74	
3	Vacation allowance		$5.74	3.00 c	.17	
4	Unemployment & Retirement Taxes		5.73	6.50 c	.37	
5	Compensation Insurance		5.74	4.00 c	.23	
6	Supervision		5.74	10.00 c	.57	7.08
7	Personal Expenses					
8	L.F. Rea, Instrumentman	Meal	1		1.25	
9	" " "	Bus Fare	2	.10	.20	
10	" " "	Pullman	1		2.01	3.46
11	Total - Inspection and Weekly Report Summary No. 36					10.54

RECEIVED
MAY 13 1949
OREGON STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 37 Week ending March 12, 1949

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

Nothing to Report

RECEIVED
MAY 16 1949
OREGON STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 38 Week ending March 19, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	INSPECTION					
2	Instrumentman (310.00/216)	Hour	4	1.4352	5.74	
3	Vacation allowance		$5.74	3.00 c	.17	
4	Unemployment & Retirement Taxes		5.73	6.50 c	.37	
5	Compensation Insurance		5.74	4.00 c	.23	
6	Supervision		5.74	10.00 c	.57	7.08
7	Personal Expenses					
8	L.F. Rea, Instrumentman	Meal	1		1.25	
9	" "	Bus Fare	2	.10	.20	
10	" "	Pullman	1		2.02	3.47
11	Total - Inspection and Weekly Report Summary No. 38					10.55

RECEIVED
MAY 10 1949
OREGON STATE HIGHWAY COMMISSION
[illegible]

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 39 Week ending March 26, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	INSPECTION					
2	Instrumentman (310.00/216)	Hour	4	1.4352	5.74	
3	Vacation allowance		$5.74	3.00 c	.17	
4	Unemployment & Retirement Taxes		5.73	6.50 c	.37	
5	Compensation Insurance		5.74	4.00 c	.23	
6	Supervision		5.74	10.00 c	.57	7.08
7	Personal Expenses					
8	L.F. Rea, Instrumentman	Meal	2		1.80	
9	" "	Lodging	1		3.50	5.30
10	Total - Inspection and Weekly Report Summary No. 39					12.38

RECEIVED
MAY 16 1949
OREGON STATE HIGHWAY [illegible]

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 40 Period: March 28-31, 1949

WEEKLY REPORT SUMMARY No. 41 Period: April 1-2, 1949

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

Nothing to Report

RECEIVED
MAY 10 1949
OREGON STATE HIGHWAY COMMISSION

OUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 42 — Week ending April 9, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	INSPECTION					
2	Instrumentman (310.00/208)	Hour	8	1.4904	11.92	
3	Vacation allowance		$11.92	3.00 c	.36	
4	Unemployment & Retirement Taxes		11.89	6.50 c	.77	
5	Compensation Insurance		11.92	4.00 c	.48	
6	Supervision		11.92	10.00 c	1.19	14.72
7	Personal Expenses					
8	L.F. Rea, Instrumentman	Meal	3		2.95	
9	" "	Pullman	1		2.01	4.96
10	Total - Inspection and Weekly Report Summary No. 42					19.68

RECEIVED
MAY 16 1949
OREGON STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY Nos. 43 & 44 Weeks ending April 16 & 23, 1949

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

Nothing to Report

RECEIVED
MAY 16 1949
OREGON STATE HIGHWAY COMMISSION

OUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 45 Week ending April 30, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	INSPECTION					
2	Instrumentman (310.00/208)	Hour	4	1.4904	5.96	
3	Vacation allowance		$5.96	3.00 c	.18	
4	Unemployment & Retirement Taxes		5.94	6.50 c	.39	
5	Compensation Insurance		5.96	4.00 c	.24	
6	Supervision		5.96	10.00 c	.60	7.37
7	Personal Expenses					
8	L.F. Rea, Instrumentman	Meal	1		1.25	
9	" "	Pullman	1		2.02	3.27
10	Total - Inspection and Weekly Report Summary No. 45					10.64

4-47-100M

S 130
(A.A.R. 206)

SOUTHERN PACIFIC LINES

BILL COLLECTIBLE

Bill No. [illegible]195
Quote above number when remitting

Month's Account JULY 1949

Portland Division Dept. No J-577

Date Made JUL 20 1949

To SOUTHERN PACIFIC COMPANY. Dr.

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company.
CARE OF LOCAL TREASURER,
San Francisco 5, California

For cost of labor and material furnished during the month of May 1949 in connection with Easement at Coos Bay-Coaledo, Oregon, in accordance with Agreement Audit No. 79224 dated August 10, 1948. Detail attached. I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed. SOUTHERN PACIFIC COMPANY R. V. COLE, Auditor of Disbursements		$ 40.60

DISTRIBUTION:

By C W Sheppard Chief Clerk.

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

RECEIVED
JUL 2? 1949
HIGHWAY COMMISSION
DEPARTMENT

State of Oregon

Portland Division

Coos Bay - Coaledo, Oregon

May 1949

Inspection

Instrumentman ($310.00/200 hr.)	12 hrs. @	1.55	18.60	
Vacation Allowance	18.60	3.00 C	.56	
Unemployment and Retirement Taxes	19.16	6.00 C	1.15	
Compensation Insurance	18.60	4.00 C	.74	
Supervision	18.60	10.00 C	1.86	22.91

Personal Expenses

L. F. Ree, Instrumentman	5 meals	4.90	
" " "	2 Pullman	4.03	
" " "	1 Bus Fare	.10	9.03

Total Inspection and Month of May 1949 31.94

Adjustments for Telegraph Dept. Sept. 1948, Dept. No. J-758

As Charged - Wire #16 Ga. Duplex 1000 L ft.		@.02Lft	20.00	
" " Handling Costs	$ 20.00	8.00 C	1.60	
			21.60	
Should be - Wire #16 Ga. Duplex 1000 L ft.		@ 29.06Lot	29.06	7.46

(Material from Western Union Telegraph Stock instead of Southern Pacific Stock.)

Adjustments for [illegible] Dept. Jan. 1949, Dept. No. J-152

As Charged - Gang Foreman ($357.60/200 hr.) 12 hrs.		@ 1.7880	21.46	
Should be- " " ($374.75/200 hr.) 12 hrs.		1.8738	22.49	
			1.03	
Vacation Allowance	1.03	@ 3.00 C	.03	
Compensation Insurance	1.03	4.00 C	.04	
Supervision	1.03	10.00 C	.10	1.20

(Rate applicable to Lead Linemen, used in error)

Total Adjustments and Month of May 1949 $ 40.60

Weekly 46 to 50 incl

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 46 Week Ending May 7, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	Inspection					
2	Instrumentman ($310.00/200)	Hour	4	1.55	6.20	
3	Vacation Allowance		$6.20	3.00 c	.19	
4	Unemployment & Retirement Taxes		6.39	6.00 c	.38	
5	Compensation Insurance		6.20	4.00 c	.25	
6	Supervision		6.20	10.00 c	.62	7.64
7	Personal Expense					
8	L.F. Rea, Instrumentman	Meal	2		1.85	
9	" "	Pullman	1		2.02	
10	" "	Bus fare			.10	3.97
11	Total - Inspection and Weekly Report Summary No. 46					11.61

RECEIVED
JUL 15 1949
OREGON STATE HIGHWAY COMMISSION

UTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 47 Week Ending **May 14, 1949**

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

Nothing to Report

RECEIVED
JUL 19 1949
OREGON STATE HIGHWAY COMMISSION
[illegible]

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 48 Week Ending May 21, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	Inspection					
2	Instrumentman ($310.00/200)	Hour	8	1.55	12.40	
3	Vacation Allowance		$12.40	3.00 c	.37	
4	Unemployment & Retirement Taxes		12.77	6.00 c	.77	
5	Compensation Insurance		12.40	4.00 c	.50	
6	Supervision		12.40	10.00 c	1.24	15.28
7	Personal Expense					
8	L.F. Rea, Instrumentman	Meals	3		3.05	
9	" "	Pullman	1		2.01	5.06
10	Total - Inspection and Weekly Report Summary No. 48					20.34

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 49 & 50 Week Ending May 28, 1949
May 31, 1949

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

Nothing to Report

RECEIVED
JUL 15 1949
OREGON STATE HIGHWAY COMMISSION
[illegible]

4-49 100M

SOUTHERN PACIFIC LINES

8-130
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. [illegible]927

Quote above number when remitting

Month's Account SEPTEMBER 1949

Portland Division Dept. No. 725

Date Made OCT 11 1949 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
San Francisco 5, California

For cost of labor and material furnished during the months of June and July 1949 in connection with easement at [illegible], Oregon in accordance with agreement Audit No. [illegible], A of D No. [illegible], dated August 12, 1948. Detail attached I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have not included in the amounts billed SOUTHERN PACIFIC COMPANY R. V. COLE, Auditor of Disbursements		$ 349.49

DISTRIBUTION: By G W Sheppard Chief Clerk.

RECEIVED
OCT 17 1949
REGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

AVR
1-47 - 75M

C.S.-120-5

DETAIL OF BILL COLLECTIBLE

Portland Division

Sheet No. 1
Dept. No. J-725
Audit No. 416927

Payer State of Oregon

Coos Bay - Coaledo

June 1949 Weekly Reports 51-55 Incl.				
Inspection				
Instrumentman ($315.00/208 Hr.)	✓24 Hrs.	1.5144	36.35	
Vac. Allowance	36.35	3.00 C	1.09	
Unemployment & Retirement Taxes	37.44	6.00 "	2.25	
Compensation Insurance	36.35	4.00 "	1.45	
Supervision	36.35	10.00 "	3.64	$ 44.78
Personal Expense				
L. F. Rea, Instrumentman	7 Meals		8.10	
" "	5 Pullmans		10.08	
" "	6 Bus Fare		.60	18.78
Total Inspection for Month of June 1949				$ 63.56
Flag Protection				
Carpenter	55 Hrs.	1.32	72.60	
" Overtime	4 "	1.98	7.92	
			80.52	
Vac. Allowance	80.52	3.00 C	2.42	
Unemployment & Retirement Taxes	82.94	6.00 "	4.98	
Compensation Insurance	80.52	4.00 "	3.22	
Supervision	80.52	10.00 "	8.05	99.19
Equipment Operation				
L. E. Forrestor - Carpenter - Auto	180 Miles	.07 Mi.	12.60	
" " "	180 "	.06 "	10.80	23.40
Total Flag Protection Month of June 1949				$ 122.59
Total Month of June				$ 186.15
July 1949 Weekly Reports 56-61 Incl.				
Inspection				
Instrumentman ($315.00/200 Hr.)	✓12 Hours	1.575	18.90	
Vac. Allowance	18.90	3.00 C	.57	
Unemployment and Retirement Taxes	19.47	6.00 "	1.17	
Compensation Insurance	18.90	4.00 "	.76	
Supervision	18.90	10.00 "	1.89	23.29
Personal Expense				
L. F. Rea - Instrumentman	5 Meals		4.80	
" "	2 Bus Fares		.20	
" "	1 Pullman		2.01	
" "	1 Lodging		2.00	9.01
Total Inspection for July 1949				32.30

Binding Margin

AVK

1-47 - 75M

C.S.-130-8

DETAIL OF BILL COLLECTIBLE

Portland Division

Sheet No. 2

Dept. No. J 905

Audit No. 416927

Payor State of Oregon

Coos Bay - Coaledo

July 1949 (Continued)					
Flag Protection					
Carpenter	63 Hours	1.32		83.16	
Vac. Allowance	83.16	3.00	C	2.49	
Unemployment & Retirement Taxes	85.65	6.00	"	5.14	
Compensation Insurance	83.16	4.00	"	3.33	
Supervision	83.16	10.00	"	8.32	102.44
Equipment Operation					
M. E. Forrestor - Carpenter - Auto	220 Miles	.07	Mi.	15.40	
" " "	220 "	.06	"	13.20	28.60
Total Flag Protection for Month of July 1949					$ 131.04
Total - Month of July					$ 163.34
Total - Months of June and July					$ 349.49

Widening 5' to 6' incl.

Binding Margin

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 51 Week Ending June 4, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	INSPECTION					
2	Instrumentman ($315.00/208 hr)	Hours	4	1.5144	6.06	
3	Vacation Allowance		$6.06	3.00 c	.18	
4	Unemployment & Retirement Taxes		6.24	6.00 c	.37	
5	Compensation Insurance		6.06	4.00 c	.24	
6	Supervision		6.06	10.00 c	.61	7.46
7	Personal Expense					
8	L.F. Rea, Instrumentman	Meal	1		1.25	
9	" "	Pullman	1		2.02	
10	" "	Bus fare	2		.20	3.47
11	Total Inspection					10.93
12	Flag Protection					
13	Carpenter B&B 30	Hours	4	1.32	5.28	
14	" Overtime "	"	4	1.98	7.92	
15	Total				13.20	
16	Vacation Allowance		$13.20	3.00 c	.40	
17	Unemployment & Retirement Taxes		13.60	6.00 c	.82	
18	Compensation Insurance		13.20	4.00 c	.53	
19	Supervision		13.20	10.00 c	1.32	16.27
20	Personal Expense					
21	Carpenter's - Auto	Miles	30	.07	2.10	2.10
22	Total Flag Protection					18.37
23	Total Weekly Report Summary No. 51					29.30

RECEIVED
AUG 18 1949
OREGON STATE HIGHWAY [illegible]

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 52 Week Ending June 11, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	INSPECTION					
2	Instrumentman ($315.00/208 hr)	Hours	8	1.5144	12.12	
3	Vacation Allowance		$12.12	3.00 c	.36	
4	Unemployment & Retirement Taxes		12.48	6.00 c	.75	
5	Compensation Insurance		12.12	4.00 c	.48	
6	Supervision		12.12	10.00 c	1.21	14.92
7	Personal Expense					
8	L.F. Rea, Instrumentman	Meal	3		3.10	
9	" "	Pullman	1		2.01	
10	" "	Bus fare	2		.20	5.31
11	Total Inspection					20.23
12	Flag Protection					
13	Carpenter B&B 30	Hours	9	1.32	11.88	
14	Vacation Allowance		$11.88	3.00 c	.36	
15	Unemployment & Retirement Taxes		12.24	6.00 c	.73	
16	Compensation Insurance		11.88	4.00 c	.48	
17	Supervision		11.88	10.00 c	1.19	14.64
18	Personal Expense					
19	Forrestor - Carpenter-private auto	Miles	60	.07	4.20	4.20
20	Total Flag Protection					18.84
21	Total Weekly Report Summary No. 52					39.07

RECEIVED
AUG [illegible]
OREGON STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 53 Week Ending June 18, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	INSPECTION					
2	Instrumentman ($315.00/208 hr)	Hours	4	1.5144	6.06	
3	Vacation Allowance		$6.06	3.00 c	.18	
4	Unemployment & Retirement Taxes		6.24	6.00 c	.37	
5	Compensation Insurance		6.06	4.00 c	.24	
6	Supervision		6.06	10.00 c	.61	7.46
7	Personal Expense					
8	L.F. Rea - Instrumentman	Meal	1		1.25	
9	" "	Pullman	1		2.02	3.27
10	Total Inspection					10.73
11	Flag Protection					
12						
13	Carpenter	Hours	15	1.32	19.80	
14	Vacation Allowance		$19.80	3.00 c	.59	
15	Unemployment & Retirement Taxes		20.39	6.00 c	1.22	
16	Compensation Insurance		19.80	4.00 c	.79	
17	Supervision		19.80	10.00 c	1.98	24.38
18	Personal Expense					
19	Forrester-Carpenter Private Auto	Miles	120	.07	8.40	8.40
20	Total Flag Protection					32.78
21	Total Weekly Report Summary No. 53					43.51

RECEIVED
AUG [illegible] 1949
OREGON STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 54 Week Ending June 25, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	**INSPECTION**					
2	Instrumentman ($315.00/200 hr)	Hours	4	1.5144	6.06	
3	Vacation Allowance		$6.06	3.00 c	.18	
4	Unemployment & Retirement Taxes		6.24	6.00 c	.37	
5	Compensation Insurance		6.06	4.00 c	.24	
6	Supervision		6.06	10.00 c	.61	7.46
7	Personal Expenses					
8	L.F. Rea Instrumentman	Meals	1		1.25	
9	" "	Bus fare	2	.10	.20	
10	" "	Pullman	1		2.01	3.46
11	Total - Inspection					10.92
12	Flag Protection					
13	Carpenter B&B #30	Hours	15	1.32	19.80	
14	Vacation Allowance		$19.80	3.00 c	.59	
15	Unemployment & Retirement Taxes		20.39	6.00 c	1.22	
16	Compensation Insurance		19.80	4.00 c	.79	
17	Supervision		19.80	10.00 c	1.98	24.38
18	Equipment Operation					
19	M.E. Forrestor - Carpenter - Auto	Miles	100	.06		6.00
20	Total - Flag Protection					30.38
21	Total Weekly Report Summary No. 54					41.30

RECEIVED
AUG 18 1949
OREGON STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224 dated August 10, 1948
Between the State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 55 Period: June 26-30, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	INSPECTION					
2	Instrumentman ($315.00/208)	Hours	4	1.5144	6.06	
3	Vacation Allowance		$6.06	3.00 c	.18	
4	Unemployment & Retirement Taxes		6.24	6.00 c	.37	
5	Compensation Insurance		6.06	4.00 c	.24	
6	Supervision		6.06	10.00 c	.61	7.46
7	Personal Expenses					
8	L.F. Rea, Instrumentman	Meals	1		1.25	
9	" "	Pullman	1		2.02	3.27
10	Total - Inspection					10.73
11	Flag Protection					
12	Carpenter B&B #30	Hours	12	1.32	15.84	
13	Vacation Allowance		$15.84	3.00 c	.48	
14	Unemployment & Retirement Taxes		16.32	6.00 c	.98	
15	Compensation Insurance		15.84	4.00 c	.63	
16	Supervision		15.84	10.00 c	1.58	19.51
17	Equipment Operation					
18	M.E. Forrester-Carpenter - Auto	Miles	80	.06		4.80
19	Total Flag Protection					24.31
20	Total Weekly Report Summary No. 55					35.04

RECEIVED
AUG 1[illegible] 1949
OREGON STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 56 Week ending July 2, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	Flag Protection					
2	Carpenter B&B No.30	Hours	3	1.32	3.96	
3	Vacation Allowance		$ 3.96	3.00 c	.12	
4	Unemployment and Retirement Taxes		4.08	6.00 c	.24	
5	Compensation Insurance		3.96	4.00 c	.16	
6	Supervision		3.96	10.00 c	.40	
7						4.88
8	Equipment Operation					
9	M.E.Forrestor-Carpenter-Auto	Miles	20	.07		1.40
10	Total Flag Protection					6.28
11	Total Weekly Report Summary No. 56					6.28

RECEIVED
SEP 13 [illegible]
OREGON STATE HIGHWAY COMMISSION
[illegible]

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 57 Week ending July 9, 1949

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	Flag Protection						
2	Carpenter	B&B No.30	Hours	15	1.32	19.80	
3	Vacation Allowance			$ 19.80	3.00 c	.59	
4	Unemployment and Retirement Taxes			20.39	6.00 c	1.22	
5	Compensation Insurance			19.80	4.00 c	.79	
6	Supervision			19.80	10.00 c	1.98	
7							24.38
8	Equipment Operation						
9	M.E.Forrester-Carpenter-Auto		Miles	100	.07		7.00
10	Total - Flag Protection						31.38
11	Total - Weekly Report Summary No. 57						31.38

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 58 Week ending, July 16, 1949

	Description (1)	Unit (2)	Quantity (3)		Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	Flag Protection						
2	Carpenter B&B No. 30	Hours	15	at	1.32	19.80	
3	Vacation Allowance		$ 19.80	at	3.00 %	.59	
4	Unemployment and Retirement Taxes		20.39	at	6.00 %	1.22	
5	Compensation Insurance		19.80		4.00 %	.79	
6	Supervision		19.80		10.00 %	1.98	
7							24.38
8	Equipment Operation						
9	M.E.Forrestor-Carpenter-Auto	Miles	100	at	.07		7.00
10	Total Flag Protection						31.38
11	Total Weekly Report Summary No. 58						31.38

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 59 Week ending July 23, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	Inspection					
2	Instrumentman (315.00/200 Hr)	Hours	4	at 1.575	6.30	
3	Vacation Allowance		6.30	3.00 c	.19	
4	Unemployment and Retirement Taxes		6.49	6.00 c	.39	
5	Compensation Insurance		6.30	4.00 c	.25	
6	Supervision		6.30	10.00 c	.63	
7						7.76
8	Personal Expenses					
9	L.F.Rea, Instrumentman	Meals	2		1.90	
10	" " "	Pullman	1		2.01	
11	" " "	Busfare	2		.20	
12						4.11
13	Total Inspection					11.87
14	Flag Protection					
15	Carpenter B&B 30	Hours	15	1.32	19.80	
16	Vacation Allowance		19.80	3.00 c	.59	
17	Unemployment and Retirement Taxes		20.39	6.00 c	1.22	
18	Compensation Insurance		19.80	4.00 c	.79	
19	Supervision		19.80	10.00c	1.98	
20						24.38
21	Equipment Operation					
22	M.E.Forrestor-Carpenter-Auto	Miles	120	.06		7.20
23	Total Flag Protection					31.58
24	Total Weekly Report Summary No. 59					43.45

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 61 Period ending: July 31, 1949

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 60 Week ending, July 30, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	Inspection					
2	Instrumentman (315.00/200)	Hours	8	1.575	12.60	
3	Vacation Allowance		12.60	3.00 c	.38	
4	Unemployment and Retirement Taxes		12.99	6.00 c	.78	
5	Compensation Insurance		12.60	4.00 c	.50	
6	Supervision		12.60	10.00 c	1.26	
7						15.52
8	Personal Expenses					
9	L.F.Rea, Instrumentman	Meals	3		2.90	
10	" " "	Lodging	1		2.00	
11						4.90
12	Total Inspection					20.42
13	Flag Protection					
14	Carpenter B&B No.30	Hours	15	1.32	19.80	
15	Vacation Allowance		19.80	3.00 c	.59	
16	Unemployment and Retirement Taxes		20.39	6.00 c	1.22	
17	Compensation Insurance		19.80	4.00 c	.79	
18	Supervision		19.80	10.00 c	1.98	
19						24.38
20	Equipment Operation					
21	M.E.Forrester, Carpenter -Auto	Miles	100	.06		6.00
22	Total Flag Protection					30.38
23	Total Weekly Report Summary No. 60					50.80

11-48-1500M

SOUTHERN PACIFIC LINES

8-130
(A.A.R. 208)

BILL COLLECTIBLE

[redacted]

Bill No. 41779
Quote above number when remitting

Month's Account OCTOBER 1949
Portland Division Dept. No. [illegible]
Date Made NOV 8 1949 194

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company,
CARE OF LOCAL TREASURER,
San Francisco 5, California

For cost of labor and materials furnished during the months of August and September 1949 and adjustment for June 1949 in connection with easement at Coos Bay-Coaledo, Oregon in accordance with Agreement Audit No. 79224, A. of D. No. 28673 dated August 10, 1948 Detail attached I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed. SOUTHERN PACIFIC COMPANY R. W. COLE, Auditor of Disbursements		$ [illegible]

DISTRIBUTION:

By CW Sheppard Chief Clerk

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

RECEIVED
NOV 14 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RR

1

Portland Division J-690

State of Oregon

Coos Bay - Coaledo

June 1, 1949 Delayed Charge					
Equipment Operation					
S. A. Anderson - Carpenter, Auto	30 miles @	.07			2.10
Total - Adjustment					2.10
August 1949 Weekly Reports 62 to 66 incl.					
Inspection					
Instrumentman(315.00/216 hr.)	32 hrs. @	1.4583		46.67	
Vacation Allowance	46.67	3.00	C	1.40	
Unemployment and Retirement Taxes	48.07	6.00	C	2.88	
Compensation Insurance	46.67	4.00	C	1.87	
Supervision	46.67	10.00	C	4.67	57.49
Personal Expense					
L. F. Rea - Instrumentman		9 Meals		9.30	
" " "		4 Pullmans		8.06	
" " "		2 Bus Fares		.20	17.56
Total Inspection for Month of August 1949					75.05
Watchman					
Carpenter	80 hrs. @	1.32		105.60	
" Overtime	1 hr.	1.98		1.98	
				107.58	
Vacation Allowance	107.58	3.00	C	3.23	
Unemployment and Retirement Taxes	110.81	6.00	C	6.65	
Compensation Insurance	107.58	4.00	C	4.30	
Supervision	107.58	10.00	C	10.76	132.52
Equipment Operation					
M. E. Forrestor, Carpenter - Auto	240 miles @	.07		16.80	
" " " "	340 "	.06		20.40	37.20
Total - Watchman for Month of August 1949					169.72
Total - Month of August 1949					244.77

Weekly 62 to 66 incl.
67 to 71

RR

Portland Division J-690

State of Oregon

Coos Bay - Coaledo

September 1949 Weekly Reports 67-71 incl.

Inspection

Instrumentman (315.00/168 hrs.)	✓20 hrs. @	1.875		37.50	
Vacation Allowance	37.50	3.00	C	1.13	
Unemployment and Retirement Taxes	38.63	6.00	C	2.32	
Compensation Insurance	37.50	4.00	C	1.50	
Supervision	37.50	10.00	C	3.75	46.20

Personal Expense

L. F. Rea - Instrumentman	5	Meals	5.10	
" " "	3	Pullmans	6.05	
" " "	4	Bus Fares	.40	11.55

Total Inspection for Month of September 1949 57.75

Watchman

Carpenter	85 hrs. @	1.57		133.45	
Vacation Allowance	133.45	3.00	C	4.00	
Unemployment and Retirement Taxes	137.45	6.00	C	8.25	
Compensation Insurance	133.45	4.00	C	5.34	
Supervision	133.45	10.00	C	13.35	164.39

Equipment Operation

M. E. Forrestor, Carpenter - Auto	260 miles	.07	18.20	
" " " "	280 "	.06	16.80	35.00

Total - Watchman for Month of September 1949	199.39
Total - Month of September 1949	257.14
Total - Months of August and September and Adjustment	$ 504.01

SOUTHERN PACIFIC COMPAN

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 62 Week ending, August 6, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	INSPECTION					
2	Instrumentman (315.00/216)	Hours	12	1.4583	17.50	
3	Vacation Allowance		$ 17.50	3.00 c	.53	
4	Unemployment and Retirement Taxes		18.03	6.00 c	1.08	
5	Compensation Insurance		17.50	4.00 c	.70	
6	Supervision		17.50	10.00 c	1.75	21.56
7						
8	Personal Expense					
9	L.F.Rea - Instrumentman	Meals	4		3.85	
10	" " - "	Pullman	1		2.02	
11						
12						5.87
13	Total - Inspection					27.43
14	WATCHMAN					
15	Carpenter B&B #30	Hours	15	1.32	19.80	
16	Vacation Allowance		$ 19.80	3.00 c	.59	
17	Unemployment and Retirement Taxes		20.39	6.00 c	1.22	
18	Compensation Insurance		19.80	4.00 c	.79	
19	Supervision		19.80	10.00 c	1.98	
20						24.38
21	Equipment Operation					
22	M.E.Forrester - Carpenter - Auto	Miles	100	.07		7.00
23	Total - Watchman					31.38
24	Total - Weekly Report Summary No. 62					58.81

RECEIVED
OCT 31 1949
OREGON STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC COMPAN

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 63 Week ending, Aug. 13, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	INSPECTION					
2	Instrumentman (315.00/216)	Hours	4	1.4583	5.83	
3	Vacation Allowance		$ 5.83	3.00 c	.17	
4	Unemployment and Retirement Taxes		6.00	6.00 c	.36	
5	Compensation Insurance		5.83	4.00 c	.23	
6	Supervision		5.83	10.00 c	.58	7.17
7						
8	Personal Expense					
9	L.F.Rea - Instrumentman	Meal	1		1.25	
10	" " - "	Pullman	1		2.01	3.26
11						
2	Total - Inspection					10.43
13	WATCHMAN					
14	Carpenter B&B #30	Hours	15	1.32	19.80	
15	Vacation Allowance		$ 19.80	3.00 c	.59	
16	Unemployment and Retirement Taxes		20.39	6.00 c	1.22	
17	Compensation Insurance		19.80	4.00 c	.79	
18	Supervision		19.80	10.00 c	1.98	24.38
19						
20	Equipment Operation					
21	H.E.Forrester - Carpenter - Auto	Miles	100	.07		7.00
22	Total Watchman					31.38
23	Total - Weekly Report Summary No. 63					41.81

SOUTHERN PACIFIC COMPAN

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 64 Week ending, August 20, 1949

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
		$	$	$	
INSPECTION					
Instrumentman (315.00/216)	Hours	4	1.4583	5.83	
Vacation Allowance		$ 5.83	3.00 c	.17	
Unemployment and Retirement Taxes		6.00	6.00 c	.36	
Compensation Insurance		5.83	4.00 c	.23	
Supervision		5.83	10.00 c	.58	7.17
Personal Expense					
L.F.Rea - Instrumentman	Meal	1		1.25	
" " - "	Pullman	1		2.02	3.27
Total - Inspection					10.44
WATCHMAN					
Carpenter B&B#30	Hours	18	1.32	23.76	
Vacation Allowance		$ 23.76	3.00 c	.71	
Unemployment and Retirement Taxes		24.47	6.00 c	1.47	
Compensation Insurance		23.76	4.00 c	.95	
Supervision		23.76	10.00 c	2.38	29.27
Equipment Operation					
M.E.Forrestor - Carpenter - Auto	Miles	40	.07	2.80	
" " " "	"	120	.06	7.20	10.00
Total - Watchman					39.27
Total - Weekly Report Summary No. 64					49.71

SOUTHERN PACIFIC COMPAN

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 65 Week ending, August 27, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	INSPECTION			$	$	$
2	Instrumentman (315.00/216)	Hours	8	1.4583	11.67	
3	Vacation Allowance		$ 11.67	3.00 c	.35	
4	Unemployment and Retirement Taxes		12.02	6.00 c	.72	
5	Compensation Insurance		11.67	4.00 c	.47	
6	Supervision		11.67	10.00 c	1.17	
7						14.38
8	Personal Expense					
9	L.F.Rea - Instrumentman	Meals	2		2.10	
10	" " - "	Pullman	1		2.01	
11	" " - "	Busfare	2	.10	.20	
12						4.31
13	Total Inspection					18.69
14	WATCHMAN					
15	Carpenter B&B #30	Hours	23	1.32	30.36	
16	" overtime "	"	1	1.98	1.98	
17					32.34	
18	Vacation Allowance		$ 32.34	3.00 c	.97	
19	Unemployment and Retirement Taxes		33.31	6.00 c	2.00	
20	Compensation Insurance		32.34	4.00 c	1.29	
21	Supervision		32.34	10.00 c	3.23	
22						39.83
23	Equipment Operation					
24	M.E.Forrester - Carpenter - Auto	Miles	160	.06		9.60
25	Total - Watchman					49.43
26	Total - Weekly Report Summary No. 65					68.12

SOUTHERN PACIFIC COMPAN

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 66 Period ending, August 31, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	INSPECTION					
2	Instrumentman (315.00/216)	Hours	4	1.4583	5.83	
3	Vacation Allowance		$ 5.83	3.00 c	.17	
4	Unemployment and Retirement Taxes		6.00	6.00 c	.36	
5	Compensation Insurance		5.83	4.00 c	.23	
6	Supervision		5.83	10.00 c	.58	
7						7.17
8	Personal Expense					
9	L.F.Rea, Instrumentman	Meals	1	.85		.85
10	Total - Inspection					8.02
1	WATCHMAN					
12	Carpenter B&B #30	Hours	9	1.32	11.88	
13	Vacation Allowance		$ 11.88	3.00 c	.36	
14	Unemployment and Retirement Taxes		12.24	6.00 c	.73	
15	Compensation Insurance		11.88	4.00 c	.48	
16	Supervision		11.88	10.00 c	1.19	
17						14.64
18	Equipment Operation					
19	M.E.Forrestor - Carpenter - Auto	Miles	60	.06		3.60
20	Total Watchman					18.24
21	Total Weekly Report Summary No. 66					26.26

SOUTHERN PACIFIC COMPA

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 67 Week ending, Sept. 3, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	INSPECTION					
2	Instrumentman (315.00/168)	Hours	4	1.875	7.50	
3	Vacation Allowance		$ 7.50	3.00 c	.23	
4	Unemployment and Retirement Taxes		7.73	6.00 c	.46	
5	Compensation Insurance		7.50	4.00 c	.30	
6	Supervision		7.50	10.00 c	.75	9.24
7						
8	Personal Expense					
9	L.F.Rea - Instrumentman	Meals	1		1.25	
10	" " "	Pullman	1		2.02	3.27
11						
2	Total - Inspection					12.51
13	WATCHMAN					
14	Carpenter B&B #30	Hours	6	1.57	9.42	
15	Vacation Allowance		$ 9.42	3.00 c	.28	
16	Unemployment and Retirement Taxes		9.70	6.00 c	.58	
17	Compensation Insurance		9.42	4.00 c	.38	
18	Supervision		9.42	10.00 c	.94	11.60
19						
20	Equipment Operation					
21	M.E.Forrester - Carpenter - Auto	Miles	40	.07		2.80
22	Total - Watchman					14.40
23	Total - Weekly Report Summary No. 67					26.91

SOUTHERN PACIFIC COMPA

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 68 Week ending, Sept. 10, 1949

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	**WATCHMAN**						
2	Carpenter	B&B #30	Hours	12	1.57	18.84	
3	Vacation Allowance			$ 18.84	3.00 %	.57	
4	Unemployment and Retirement Taxes			19.41	6.00 %	1.16	
5	Compensation Insurance			18.84	4.00 %	.75	
6	Supervision			18.84	10.00 %	1.88	
7							23.20
8	Equipment Operation						
9	M.E.Forrester - Carpenter - Auto		Miles	80	.07		5.60
10	Total - Watchman						28.80
1	Total - Weekly Report Summary No. 68						28.80

SOUTHERN PACIFIC COMPA

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay - Coaledo, Oregon-Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 69 Week ending, Sept. 17, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	INSPECTION					
2	Instrumentman (315.00/168)	Hours	12	1.875	22.50	
3	Vacation Allowance		$ 22.50	3.00 c	.68	
4	Unemployment and Retirement Taxes		23.18	6.00 c	1.39	
5	Compensation Insurance		22.50	4.00 c	.90	
6	Supervision		22.50	10.00 c	2.25	27.72
7						
8	Personal Expense					
9	L.F.Rea - Instrumentman	Meals	3		2.60	
10	" " "	Pullman	1		2.01	
11	" " "	Busfare	2	.10	.20	4.81
12						
13	Total - Inspection					32.53
14	WATCHMAN					
15	Carpenter B&B #30	Hours	15	1.57	23.55	
16	Vacation Allowance		$ 23.55	3.00 c	.71	
17	Unemployment and Retirement Taxes		24.26	6.00 c	1.46	
18	Compensation Insurance		23.55	4.00 c	.94	
19	Supervision		23.55	10.00 c	2.36	29.02
20						
21	Equipment Operation					
22	M.E.Forrestor - Carpenter - Auto	Miles	140	.07		9.80
23	Total - Watchman					38.82
24	Total - Weekly Report Summary No. 69					71.35

SOUTHERN PACIFIC COMPAN

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 70 Week ending, Sept. 24, 1949

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	INSPECTION					
2	Instrumentman (315.00/168)	Hours	4	1.875	7.50	
3	Vacation allowance		$ 7.50	3.00 %	.23	
4	Unemployment and Retirement Taxes		7.73	6.00 %	.46	
5	Compensation Insurance		7.50	4.00 %	.30	
6	Supervision		7.50	10.00 %	.75	
7						9.24
8	Personal Expense					
9	L.F.Rea - Instrumentman	Meals	1		1.25	
10	" " "	Pullman	1		2.02	
11	" " "	Busfare	2	.10	.20	
12						3.47
13	Total Inspection					12.71
14	WATCHMAN					
15	Carpenter B&B #30	Hours	32	1.57	50.24	
16	Vacation Allowance		$ 50.24	3.00 %	1.51	
17	Unemployment and Retirement Taxes		51.75	6.00 %	3.11	
18	Compensation Insurance		50.24	4.00 %	2.01	
19	Supervision		50.24	10.00 %	5.02	
20						61.89
21	Equipment Operation					
22	M.E.Forrestor - Carpenter - Auto	Miles	180	.06		10.80
23	Total - Watchman					76.69
24	Total - Weekly Report Summary No. 70					85.40

SOUTHERN PACIFIC COMPA

WEEKLY REPORT OF FORCE ACCOUNT WORK

Coos Bay-Coaledo, Oregon - Easement
In Accordance with Agreement Audit No. 79224, dated August 10, 1948
Between the State of Oregon State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 71

Period ending: Sept. 30, 1949

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	**WATCHMAN**				$	$	$
2	Carpenter	B&B #30					
3	Vacation Allowance		Hours	20	1.57	31.40	
4	Unemployment and Retirement Taxes			$ 31.40	3.00 c	.94	
5	Compensation Insurance			32.34	6.00 c	1.94	
6	Supervision			31.40	4.00 c	1.26	
7				31.40	10.00 c	3.14	
							38.68
8	**Equipment Operation**						
9	M.E.Forrestor - Carpenter - Auto		Miles	100	.06		6.00
10	Total - Watchman						44.68
1	Total - Weekly Report Summary No. 71						44.68

THIS AGREEMENT, made this 2nd day of November, 1948, by and between SOUTHERN PACIFIC COMPANY, a corporation, herein called "Railroad," and the STATE OF OREGON, by and through its State Highway Commission, herein called "State";

RECITALS:

The parties hereto desire to set forth by written instrument their understandings and agreements relative to grant of easement by Railroad to State for the construction and maintenance of a highway and appurtenant slopes upon the land of Railroad in the County of Coos, State of Oregon.

AGREEMENT:

NOW, THEREFORE, it is mutually agreed by and between the parties hereto as follows, to-wit:

1. Railroad hereby grants to State and its assigns the right to construct and maintain, in accordance with plans approved by Railroad, a public highway and/or slopes appurtenant thereto upon and across the following described parcels of land:

PARCEL 1:

A strip of land of varying widths situate, lying and being in the southeast quarter of Section 17, southwest quarter of Section 16, and the northeast quarter of Section 21, Township 27 South, Range 13 West, Willamette Meridian, in the County of Coos, State of Oregon, described as follows:

A 15 foot wide strip of land lying contiguous to and northerly of the southeasterly line of right of way (60 feet wide) of the Southern Pacific Company, extending westerly from a radial line drawn southerly through a point in the center line of main track (being also the center line of right of way herein mentioned) of the Southern Pacific Company, at Engineer Station [illegible] to the westerly line of said southeast quarter [illegible]

[illegible] from said southerly line of [illegible] at right angles southerly from said center line at Engineer Station [illegible]; thence continuing westerly, embracing a strip of land 15 feet wide lying contiguous to and northerly of said southeasterly line of said right of way (100 feet wide) to a line drawn southerly at right angles from said center line at Engineer Station [illegible]; thence continuing westerly embracing a 15 foot wide strip of land lying contiguous to and northerly of the southeasterly line of said right of way (100 feet wide), to a line drawn at right angles southerly from said center line of main track at Engineer Station 617+40.

Containing an area of 1.10 acres, more or less.

PARCEL 15:

All that certain strip of land of varying widths situate, lying and being in the southeast quarter of Section 21, Township 27 South, Range 13 West, Willamette Meridian, in the County of Coos, State of Oregon, described as follows:

A strip of land 15 feet wide lying contiguous to and southerly of the northerly line of right of way (100 feet wide) of the Southern Pacific Company extending from a line drawn at right angles northerly from the center line of main track (being also the center line of the right of way herein mentioned) of the Southern Pacific Company at Engineer Station 658+55, southeasterly to a line drawn radially and northerly through a point in said center line of main track at Engineer Station 660+25; thence continuing southeasterly, embracing a strip of land 35 feet wide, lying contiguous to and southerly of said northerly line of said right of way (100 feet wide), extending from said line drawn radially through a point in said center line, at Engineer Station 660+25 southeasterly to the southerly line of the northerly half of said southeast quarter of Section 21; thence continuing southeasterly, embracing a strip of land 15 feet wide lying contiguous to and southerly of the northerly line of right of way (60 feet wide) of the Southern Pacific Company, extending from said southerly line of north half of the southeast quarter of Section 21 southeasterly to a line drawn radially northeasterly through a point in said center line of main track at Engineer Station 668+42, containing an area of 0.65 of an acre.

PARCEL 16:

A strip or parcel of land situate, lying and being in the south half of the southeast quarter of Section 21, Township 27 South, Range 13 West, Willamette Meridian, in the County of Coos, State of Oregon, described as follows:

A 15 foot wide strip of land lying contiguous to and [illegible] of the northeasterly line of [illegible] the Southern Pacific [illegible] at right angles northeasterly from [illegible] center line of main track of the Coos Bay Branch of the Southern Pacific Company (said center line being also the center line of right of way) at Engineer Station 671+87, southeasterly to a line drawn radially and northeasterly through a point in said center line at Engineer Station 690+72. Containing an area of 0.10 of an acre, more or less.

[illegible] shown tinted yellow on the print of Portland

Div'n. Drawing P-12258, revised September 2, 1948, hereto attached and made a part hereof.

Subject to all valid and existing contracts, leases, liens and encumbrances which may affect the property herein described, and subject further to the right of Railroad, its successors and assigns, to maintain on the afterdescribed property all drainage facilities now located thereon and owned by Railroad, together with the right of Railroad, its successors and assigns, to enter upon said property for the purpose of maintaining said facilities.

2. This grant is subject and subordinate to the prior and continuing right and obligation of Railroad and its successors to use and maintain their entire railroad right of way in the performance of their public duty as a common carrier, and is also subject to the right and power of Railroad and its successors in interest or ownership of said railroad right of way to use the said land herein described for all purposes consistent with the enjoyment of the easement herein granted.

Should Railroad require the land herein described or any portion thereof for railroad purposes, State shall, at its own expense, relocate its said highway and/or appurtenant slopes thereof off the premises of Railroad, or shall, at its own expense, construct and thereafter maintain, in accordance with plans approved by Railroad, retaining walls to support such slopes off the premises of Railroad.

3. All rights herein granted State shall cease and become void if not exercised within one (1) year from the date hereof.

Should State or its assigns at any time abandon the use of [illegible], or fail at any time to use [illegible] for a continuous period of one (1) year, or in the event Railroad shall require said land or any part thereof for railroad purposes, as set forth in Section 2 hereof, all rights hereby granted State shall cease to the extent of the use [illegible] or discontinued, and Railroad shall at once have the [illegible] possession of said land or the part thereof the use of which is so discontinued or abandoned, and to remove, at the expense of State, the slopes which are so discontinued or abandoned.

4. Railroad hereby permits State, State's agents, employees or contractor the right to occupy during the construction of said highway and/or appurtenant slopes on said property so much of the adjacent right of way and premises of Railroad as may be reasonably necessary for the performance of such construction. State expressly agrees that the cost of all work incident to the construction of said highway and/or appurtenant slopes shall be borne by State.

In the event any work in connection with the construction of said highway and/or appurtenant slopes to be done upon and adjacent to the right of way and property of Railroad shall be let by State to a contractor, State shall require its contractor to furnish evidence to Railroad that, with respect to the operations that he or any of his subcontractors perform, he has provided for and in behalf of Railroad regular Protective Public Liability Insurance providing for a limit of not less than One Hundred Thousand Dollars ($100,000) for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of Two Hundred Thousand Dollars ($200,000) for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and regular Protective Property Damage Liability Insurance providing for a limit of not less than Twenty-five Thousand Dollars ($25,000) for all damages arising out of injury to or destruction of property [illegible] per accident, a total (or aggregate) limit of Fifty Thousand Dollars ($50,000) for all damages arising out of injury to or destruction of property during the [illegible]

The term "persons" as used herein shall include passengers and employees of Railroad as well as other persons, and the term "property" [illegible] include property of or in the custody of Railroad as well as other property.

5. In the event that it shall become necessary, in the judgment of Railroad, to provide flagmen or inspectors incident to the construction of said highway and/or appurtenant slopes, as herein set forth, the cost thereof shall be assumed and paid by State, and State agrees to reimburse Railroad for such expense promptly upon receipt of bills therefor.

6. State, incident to the construction of said highway and/or appurtenant slopes on the property herein described, agrees to construct and thereafter maintain such drainage facilities as may be required thereby adequately to protect Railroad and Railroad's existing drainage facilities.

State further agrees that all expense incident to the relocation of telegraph, telephone or signal lines necessitated by such work shall be paid to Railroad by State promptly upon receipt of bills therefor.

7. This agreement shall inure to the benefit of and be binding upon the successors and assigns of Railroad and upon the assigns of State.

IN WITNESS WHEREOF, the parties hereto have executed this agreement in duplicate as of the day and year first herein written.

APPROVED AS TO FORM AND LEGALITY
Chief Counsel

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COUNTERSIGNED:
P. J. KENDALL
STATE AUDITOR
Per
(453)

SOUTHERN PACIFIC COMPANY,

By ______________________
Vice President

Attest ______________________

Form Approved:

Contract Attorney

STATE OF NEVADA, by and through its State Highway Commission,

By ______________________

By ______________________
[illegible]

By ______________________
Commissioner

DESCRIPTION CORRECT

L-3527-D

Approved as to form
General Counsel,
January 31, 1947.

NOTARIAL ACKNOWLEDGMENT

SOUTHERN PACIFIC COMPANY

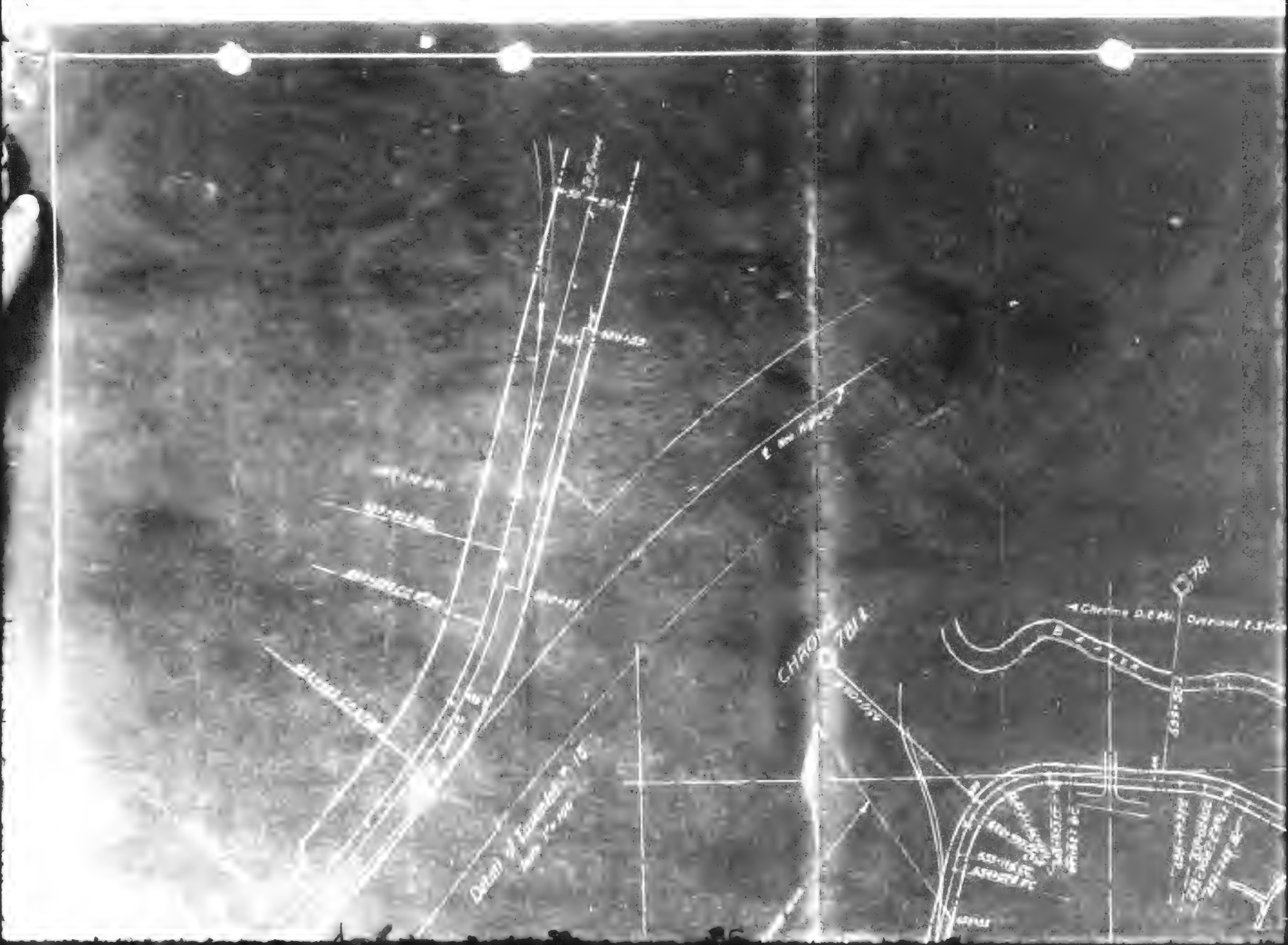
STATE OF CALIFORNIA,)
) SS.
CITY AND COUNTY OF SAN FRANCISCO.)

On this 2nd day of December, 1948, before me, RUTH W. GEORGE, a Notary Public in and for the City and County of San Francisco, State of California, personally appeared J. W. CORBETT and ROY G. HILLEBRAND, known to me to be the Vice President and Assistant Secretary, respectively, of SOUTHERN PACIFIC COMPANY, the corporation described in and that executed the within instrument, and also known to me to be the persons who executed it on behalf of the corporation herein named and they acknowledged to me that such corporation executed the same.

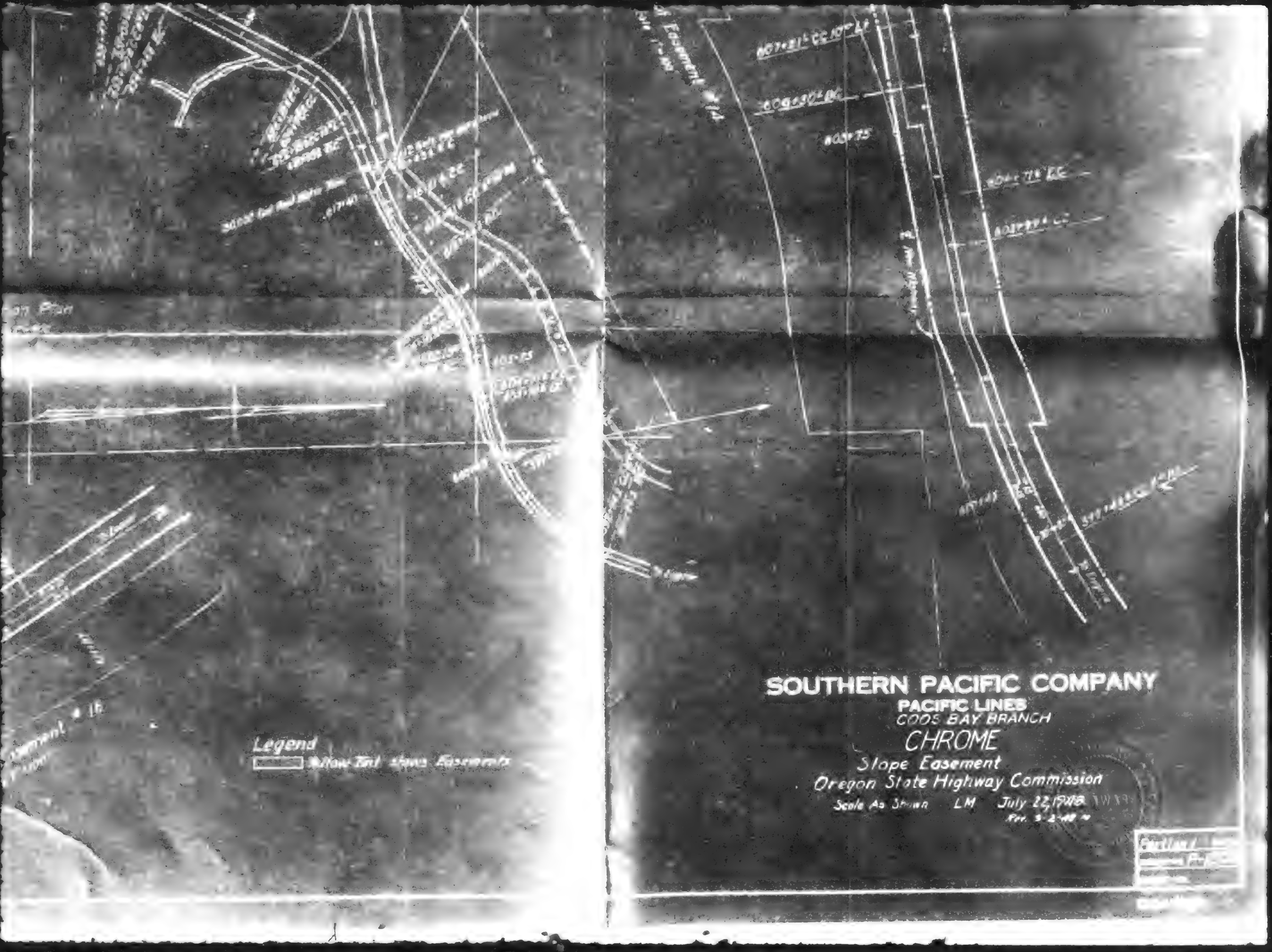
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal at my office in the City and County of San Francisco, State of California, the day and year in this certificate first above written.

City and County of San Francisco,
State of California.

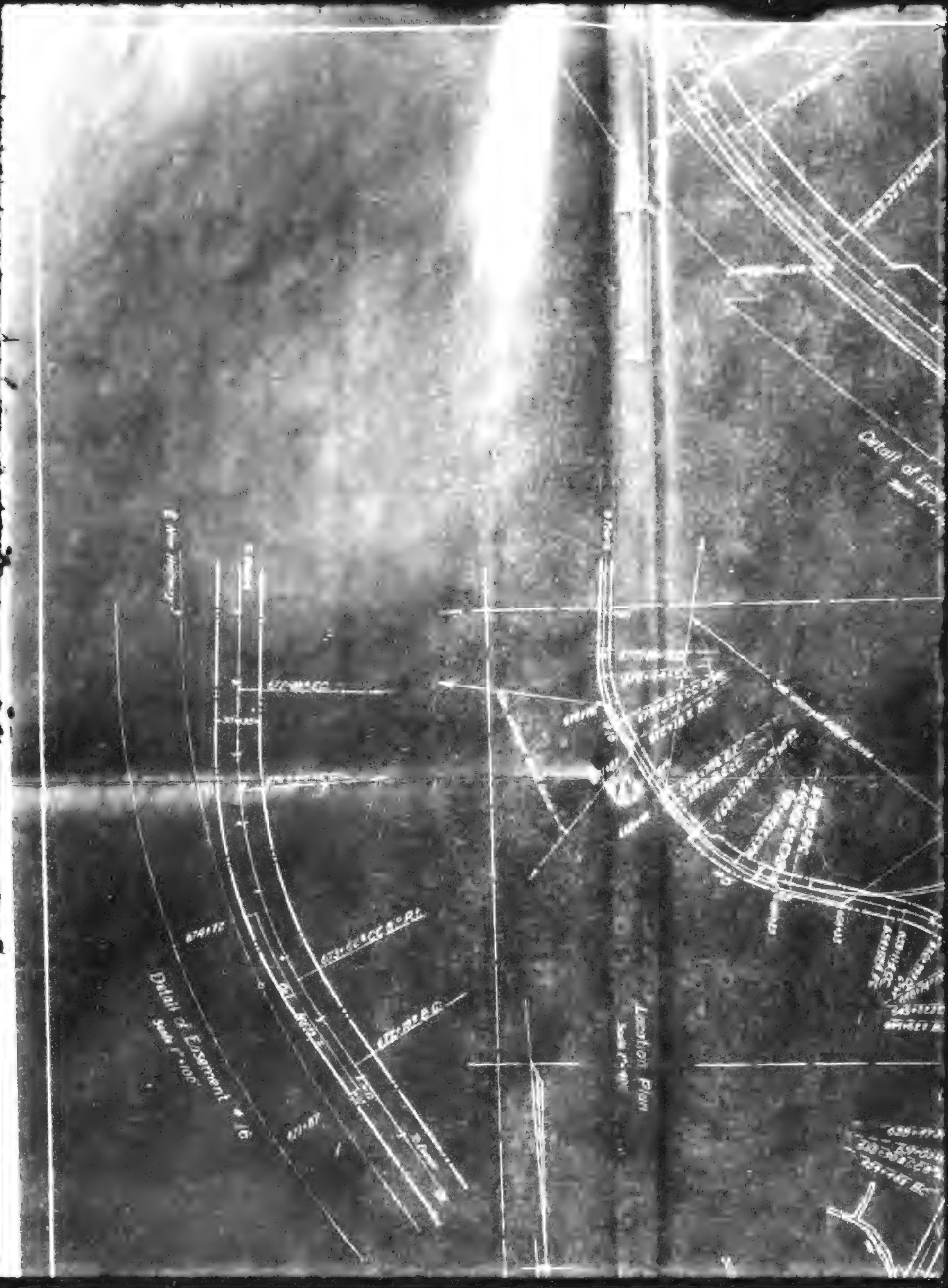
My Commission Expires September [illegible]


CAIRO 7814
781
Chesline D.E.Mi. Overpond E.S.Mi.
Detail of Crossing

Detail of Easement #14



Easement # 14
Easement # 16
Legend
Yellow Tint shows Easements
SOUTHERN PACIFIC COMPANY
PACIFIC LINES
COOS BAY BRANCH
CHROME
Slope Easement
Oregon State Highway Commission
Scale As Shown LM July 22, 1948
Rev. 3-2-48


Detail of Easement # 16
Scale 1"=100'
Location Plan
Detail of Ease

7-30

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coaleta ~~W.O.~~ Auth. No. 79224

Gang Engr Dept Report No. 1 Daily ~~or Week Ending~~ August 19 1948

# 1 Week Ending August 21 48

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	4	(	JE	Thomas	@ 275.00	)			4	13221	5.29

Total Labor 4 hr 5.29

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
	Bkfst	95	1						95
	Lunch	1.15	1						1.15

Total Material 2.10

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

r Dept
#1 - 8-19-48
#1 - 8 21-48

Correct J E Thomas Jr Instrman
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coaledo Ore ~~G.E.O.~~ Audit No. 79224

Gang Engr Dept Report No. 2 Daily ~~or Week Ending~~ August 24 1948

# 2 Week Ending August 28 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	4								4	1.3221	5.29

Total Labor 4 hr 5.29

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
	Lunch	1.20	1						1.20
	Dinner	1.45	1						1.45
	Bed	3.00	1						3.00

Total Material 5.65

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept
Daily #2 - 8-24-48
Weekly #2 - 8-28-48

Correct J. Thomas Jr. Inst'man
Title-S. P. Co.

Approved C. E. Gall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coalada Aud # ~~G.M.O.~~ No. 79224

Gang Engr Dept Report No. 3 Daily or ~~Week Ending~~ Aug 31 1948

" 3 Week Ending Aug 31 1948

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Inspector	8								8	15144	1212
Jr Instrumentman	8								8	13221	1058

Total Labor 16 hr 2270

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
	Bkfst	85	1						85
	Lunch	110	1						110
Rog	Dinner	125	1						125
	Bed	250	1						250
Aug 30 Bed	Bed	350	1						350
	Bkfst	95	1						95
	Lunch	115	1						115
[illegible]	Dinner	135							135
	Bed	250							250
Aug 30	Bed	250							250

Total Material 17.65

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept
Daily # 3 } Aug 31 1948
Weekly # 3 }

Correct J A Thomas Jr Inst man
Title S. P. Co.

Approved C C Dall
Res. Engr. State Highway Dept.

7-30

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hwy Slope Easement Location Coos Bay to [illegible] Ore Ind'l No. 79224

Gang Engr Dept Report No. 4 ~~Daily or~~ Week Ending Sept 4 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr. Instrumentman	8								8	1375	11.00

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expenses									
	Bkfst		1						180
	Lunch		1						215

Total Material 3.95

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept
Weekly #4 - 9-4-48

Correct Jack S. Thomas Jr. Instmn
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Hinkey Slope Easement Location Coos Bay to Coaledo Ore ~~G.M.O.~~ Audit No. 79224

Gang Engr Dept Report No. 4 Daily ~~or Week Ending~~ Sept 1 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	4		(J E Thomas @ $270.00)						4	1.375	5.50
				Total Labor					4 hr		5.50

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
	Bkfst	.90	1						.90
	Lunch	1.05	1						1.05
								Total Material	1.95

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

Note: Also report locomotive miles.

Engr Dept
Daily #4 - 9-1-48

Correct Jack E Thomas Jr Inst'man
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

7-30

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiwy Slope Easement Location Coos Bay to Coaledo Audit ~~G.O.~~ No. 79224

Gang Engr Dept Report No. 5 Daily ~~or Week Ending~~ Sept 3 1948

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	4		J E Thomas (@ $220 mo)						4	1.375	5.50
								Total Labor	4 hr		5.50

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
	Bkfst	.90	1						90
	Lunch	1.10	1						1.10
								Total Material	2.00

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection
						B
						C
						D
						E
						F

Note: Also report locomotive miles.

Engr Dept
Daily #5 - 9-3-48

Correct Jack E. Thomas Jr Inst'man
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coaledo Ore ~~G.M.O.~~ audit No. 79224

Gang Engr Dept Report No. 5 ~~Daily~~ or Week Ending Sept 11 1948

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instman	20								20	1.375	2750
OT	1½								1½	2.0625	309

Total Labor 21½ hr 30.59

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
	Bkfst		2						175
	Lunch		3						340
	Dinner		3						395
	Bed		2						500
	Berth		2						806

Other Reports

Sect. 143 weekly No 1

Teleg Dept " " 1

Total Material 22.16

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct Jack E Thomas Jr Inspector

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

Engr Dept

Weekly # 5 9-11-48

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coalado Ore ~~G.M.O.~~ Order No. 79224

Gang Engr Dept Report No. 6 Daily or Week Ending Sept 7 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Inst'man	8								8	[illegible]	11.00

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expenses									
	Bkfst	90	1						90
	Lunch	110	1						110
	Dinner	130	1						130
	Bed	250	1						250
Sept 6	Berth	403	1						4.03

Total Material 983

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Daily #6 - 9.7.48

Correct Jack E [illegible] Jr Inst'man
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-30 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coalado Ore Unit ~~G.M.O.~~ No. 79224

Gang Engr Dept Report No. 7 Daily ~~or Week Ending~~ Sept 8 1948

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Inst'man	8								8	1.375	11.00
OT	1½								1½	2.0625	3.00
								Total Labor	9½ hr		14.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
									85
	Bkfst	85	1						115
	Lunch	115	1						135
	Dinner	135	1						2.50
	Bed	250	1						
								Total Material	5.85

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct Jack O Thomas Jr Inst'man
Title—S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

Engr Dept
Daily # 7 - 9-8-48

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Kirby Slope Easement Location Coos Bay Branch Ore Audit ~~G.W.O.~~ No. 79224

Gang Engr Dept Report No. 8 Daily or Week Ending Sept 10 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Inst'man	4								4	1375	550
										Total Labor 4 hr	550

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
	Lunch	115	1						115
	Dinner	130	1						1.30
	Berth	403	1						4.03
								Total Material	648

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Engr Dept
Daily # 8-9-10-48

Correct Jack E. Thomas Jr. Inst'man

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coalado Ore Undpt No. 79224

Gang Engr Dept Report No. 7 Daily ~~or Week Ending~~ Sept 8 1948

Supplemental

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Credit											
Jr. Inst'man OT 1½ (J E Thomas @ $272.00)									1½	2.0625	3.09

Total Labor 1½ 3.09

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Engr Dept
Supplemental Daily # 7-9-8-48

Correct Jack E Thomas Jr Inst'man
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-36

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coalado Ore Audit ~~G.M.O.~~ No. 79224

Gang Section 143 Report No. 1 Daily ~~or Week Ending~~ Sept 8 1948

1 Week Ending Sept 11 48

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	7		(C. Lewis @ $242.32)								
" OT	1								7	1.19	8.33
									1	178	1.78
Labor	13										
" OT	4								13	96	12.48
									4	144	5.76

Total Labor 25 hr 28.35

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Protecting track & Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Section 143
Daily # 1 - 9 - 8 - 48
Weekly # 1 - 9 11 - 48

Correct Jack E. Thomas Sr. Instrman
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Proj. Hiway Slope Easement Location Coos Bay to Coaledo Ore ~~O.M.C.~~ Audit No. 79224

Gang Teleg Dept Report No. 1 ~~Daily or~~ Week Ending Sept 11 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
~~Maintainer~~ Lineman	12		(H E Martinez #33822)						12	16911	20.29

Total Labor 12 hr 20.29

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense	lunch		2						2.10
	gas		2½gal						
	oil		1pt						
Duplex 16ga	Wire		1000ft						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Move & Protect wires while
B Contractor is Clearing
C
D
E
F

Note: Also report locomotive miles.

Teleg Dept
Weekly #1 - 9-11-48

Correct J E Thomas Jr Inst'man
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Project Hi Way Slope Easement Location Coos Bay to Coquille Ore Audit ~~G.M.O.~~ No. 79224

Gang Teleg Dept Report No. 1 Daily ~~or Week Ending~~ Sept 7 19~~48~~

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Maintainer	4								4	1.6911	6.76
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense	Lunch	1.10							1.10
	gas		2gal						
	Oil		1qt						
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Move & protect wires while
B Contractor is Clearing
C
D
E
F

* Note: Also report locomotive miles.

Teleg Dept
Daily #1 9-7-48

Correct J. W. Thomas Jr Lineman
Title-S. P. Co.

Approved C. C. Gill
Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Project Slope Easement Location Coos Bay to Coaledo Ore ~~G.O.~~ Aud 14 No. 79224

Gang Telegraph Dept Report No. 2 Daily ~~or Week Ending~~ Sept 8 1948

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Maintainer	8								8	1.6911	1358

Total Labor 8 hr 1353

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses	Lunch	1.00	1						1.00
	Gas		1/2						
16 ga Duplex Wire	-		1000 ft						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Remove Wires to protect from
B Clearing
C
D
E
F

Note: Also report locomotive miles.

Teleg Dept
Daily #2 - 9-8-48

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coaledo Ore. Audit No. 79224

Gang Teleg Dept Report No. 1 Daily ~~or Week Ending~~ Sept 7 1948

Supplemental

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Supplemental Report									
Motor Car	hour		4						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Protect wires while contractor is
B	Clearing
C	
D	
E	
F	

* Note: Also report locomotive miles.

Teleg Dept
Supplemental Daily #1 - 9-7-48

Correct Jack E [illegible] Jr Instman
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coos [illegible] Ore Audit ~~G.W.~~O. No. 79224

Gang Teleg Dept Report No. 2 Daily ~~or Week Ending~~ Sept 8 1948

Supplemental

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Supplemental Report									
Motor Car	hours		8						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Move + Protect Wires
B
C
D
E
F

* Note: Also report locomotive miles.

Teleg Dept
Supplemental Daily #2-9-8-48

Correct Jack E Thomas Jr Test man
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

~~G.M.O.~~ Audit No. 79224

Proj t Hiway Slope Easement Location Coos Bay to Coaledo

Daily ~~or Week Ending~~ Sept 16 1948

ang Engr Dept Report No. 9 ✓ #6 Week Ending Sept 18 1948

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Inspector		(L.F Req		@	$315.00)				8	1.575	1260

Total Labor 8 hr 12.60

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									90
	Bkfst	90	1						95
	Lunch	95	1						110
	Dinner	110	1						20
	Buss	20	1						403
	Berth	403	1						
									4.03
Sept 17 48	Berth	403	1						

Total Material 11.21

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive miles.

Correct Thomas Jr Inst'man Title S. P. Co.

Approved ______ Res. Engr. State Highway Dept.

Engr Dept
Daily #9 - 9.16.48
Weekly #6 - 9.18.48

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement — Location Coos Bay to Coaledo Ore — Audit ~~G.W.O.~~ No. 79224

Gang Enge Dept — Report No. 10 — Daily ~~or Week Ending~~ Sept 23 1948

# 7 Week Ending Sept 25 1948

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Inspector		(L.F. Read # 315.00)							8	1.575	1260

Total Labor 8 hr — 12.60

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	.90	1						.90
	Lunch	.95	1						.95
	Dinner	1.35	1						1.35
	Berth	403	1						4.03
Sept 22	Berth	4.03	1						4.03

Total Material 11.26

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Correct Jack E Thomson Jr Instman
Title-S. P. Co.

Approved C C Gill
Res. Engr. State Highway Dept.

Enge Dept
Daily # 10 - 9 - 23 - 48
Weekly # 7 - 9 - 25 - 48

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coaledo Audit ~~C.W.O.~~ No. 29224

Gang Engr Dept Report No. 8 ~~Daily or~~ Week Ending Sept 30 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	Nothing to Report										

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept

Weekly # 8-9-30-48

Correct Jack E. Thomas Jr. Instrmn
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-30 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coaledo Cut Audit ~~[illegible]~~ No. 79224

Gang Engr Dept Report No. 9 ~~Daily or~~ Week Ending Oct 2 1948

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
	Nothing to Report									

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Engr Dept

Weekly # 9- 10-2-48

Correct Jack E. Thomas Jr. Instman

Title S. P. Co.

Approved C C Gall

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKL REPORT OF LABOR A D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coalcdo Ore ~~G.H.O.~~ Audit No. 79224

Gang Engr Dept Report No. 10 ~~Daily or~~ Week Ending October 9 1948

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	(JE Thomas @ 275.00)								9	1.3221	11.90

Total Labor 9 hr 11.90

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
	Bkfst		2						1.45
	Lunch		2						2.00
	Berth		1						4.03

Total Material 7.48

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept
Weekly # 10 - 10-9-48

Correct Jack E Thomas Jr Inst'man
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-36

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coaledo Ore auth No. 79224

Gang Engr Dept Report No. 11 Daily ~~or Week Ending~~ October 5 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman		WE Thomas			@ 275.00				5	1.3221	6.61

Total Labor 5 hr 6.61

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expense									
	Bkfst	.70	1						.70
	Lunch	1.00	1						1.00
Oct 4 - 48	Berth	4.03	1						4.03

Total Material 5.73

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Daily # 11 - 10-5-48

Correct Jack E Thomas Jr Inst'man
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Project Hway Slope Easement Location Coos Bay to Coaledo Ore 2nd pt No. 79224

Gang Engr Dept Report No. 12 Daily ~~or Week Ending~~ October 6 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman		(J E Thomas @ 275.00							4	1.3221	5.29

Total Labor 4 hr 5.29

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expense									
	Bkfst	.75	1						.75
	Lunch	1.00	1						1.00

Total Material $1.75

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Daily # 12 - 10-6-48

Correct Jack E Thomas Jr Inst'man
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKL REPORT OF LABOR A M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Colado Ore ~~W.O.~~ Audit No. 79224

Gang Engr Dept Report No. 11 ~~Daily or~~ Week Ending October 16 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Inspector	8	(L F Rea @ $315.00)							8	1.5144	12.12
Jr Instrumentman	8	(J E Thomas @ 275.00)							8	1.3221	10.57

Total Labor 16 hr 22.69

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	90	1						90
	Lunch	95	1						95
	Dinner	135	1						135
	Berth	403	2						806
	Bkfst	75	1						75
	Lunch	90	1						90
	Dinner	125	1						125
	Bed	250	1						250
	Berth	403	1						403
Motor Car	Miles		28						
Fairmont Model-M19									
SP # 3798									

Total Material 20.69

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Weekly # 11-10-16-48

Correct Jack E Thomas Jr Inst'man
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project HiWay Slope Easement Location Coos Bay to Coalado Ore Audit ~~[illegible]~~. No. 79224

Gang Engr Dept Report No. 14 Daily ~~or Week Ending~~ Oct 13 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Inspector	8		(LP	Roa	@ $	315	00)		8	1.5144	12.12

Total Labor 8 hr 12.12

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	90	1						90
	Lunch	95	1						95
Roa	Dinner	135	1						135
	Berth	403	1						403
Oct 12 48	Berth	403							403

Total Material 11.26

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct Jack E. Thomas Jr. Inst'man
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

Engr Dept
Daily #14 - 10-13-48

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Hinkey Slope Easement Location Coos Bay to Coaledo Ore ~~G.M.O.~~ audit No. 79224

Gang Engr Dept Report No. 13 Daily or ~~Week Ending~~ October 12 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman		(J.E Thomas @ $275.00)							8	1.3221	10.57

Total Labor 8 hr 10.57

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	75	1						.75
JE Thomas	Lunch	90	1						.90
	Dinner	125	1						1.25
	Bed	250	1						2.50
Oct 11 48	Barth	4.03	1						4.03
Motor Car	Miles		28						
Fairmont Model M 19									
Sp# 3799									

Total Material 9.43

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive miles.

Engr Dept

Daily #13 - 10-12-48

Correct Jack E. Thomas Jr Inst'man
Title-S. P. Co.

Approved C C Ball
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Slope Easement Location Coos Bay to Coalado Ore Audit ~~C.W.O.~~ No. 79224

Gang Engr Dept Report No. 12 ~~Daily or~~ Week Ending October 23 1948

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	16	J E Thomas @ $275.00							16	1.3221	21.15

Total Labor 16 hr 21.15

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst		2						1.50
	Lunch		2						1.85
	Dinner		2						2.55
	Berth	403	2						8.06
Motor Car Fairmont Model-M19 S.P. No. 3798	Mile		50						

Total Material 13.96

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

Note: Also report locomotive miles.

Correct Jack E. Thomas Jr Inst'man
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

Engr Dept
Weekly #12 - 10-23-48

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project HiWay Slope Easement Location Coos Bay Lakeside Ore G.~~M.O.~~ audit No. 79224

Gang Engr Dept Report No. 16 Daily ~~or Week Ending~~ Oct 22 19~~48~~48

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instman	8	(J E Thomas @ $274.00)							8	1.3221	10.58

Total Labor 8 hr 10.58

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal/Expense									
	Bkfst	.70	1						.70
	Lunch	.90	1						.90
	Dinner	1.25	1						1.25
	Berth	4.03	1						4.03
Motor Car Fairmont Model M19 SP No 3798	Miles		16						

Total Material 6.88

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

Note: Also report locomotive miles.

Engr Dept
Daily #16-10.22.48

Correct Jack E Thomas Jr Instman
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EKL REPORT OF LABOR A M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coaledo Ore Aid # ~~G.M.O.~~ No. 79224

Gang Engr Dept Report No. 15 Daily ~~or Week Ending~~ October 19 1948

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumen	9		(J E Thomas @ $275,00)						8	1.3221	10.57

Total Labor 8 hr 10.57

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
	Bkfst	80	1						
Thomas	Lunch	95	1						.80
	Dinner	130	1						.95
									1.30
Oct 18 1948	Berth	4.03	1						
									4.03
Motor Car Fairmont Model-M19 S.P. # 3798	Mile		34						

Total Material 7.08

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

Note: Also report locomotive miles.

Engr Dept
Daily #15 - 10-19-48

Correct Jack E. Thomas Jr Inst'man
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EKL REPORT OF LABOR A M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coaledo Ore Audit ~~W.~~O. No. 79224

Gang Engr Dept Report No. 13 ~~Daily~~ or Week Ending Oct 30 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Inspector	8	(L F Rea @ $315.00)							8	1514	12.12
Jr Inst'man	16	(J E Thomas @ 275.00)							16	13221	21.15

Total Labor 24 hr 33.27

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
Rea	Bkfst		1						.80
	Lunch		1						.95
	Dinner		1						1.25
	Berth		2						8.06
Thomas	Bkfst		2						1.60
	Lunch		2						1.95
	Dinner		2						2.60
	Bed		1						2.50
	Berth		1						4.03
	Buss		1						.20
Motor Car Fairmont - Model M-19 SP No 3798	Mile		28						

Total Material 23.94

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept
Weekly # 13 - 10-30-48

Correct Jack E Thomas Jr Inst'man
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

7-38 **SOUTHERN PACIFIC COMPANY** L-7702

DAILY OR ( )EKI( ) REPORT OF LABOR A( ) M( )ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Cordelia Or ~~G.O.~~ Ind'l No. 79224

Gang Engr Dept Report No. 18 Daily ~~or Week Ending~~ Oct 27 1948

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Inspector	(L F Rea @ $315.00)								8	1.5144	12.12
Jr Inst'man	(J E Thomas @ $ 275.00)								8	1.3221	10.58

Total Labor 16 hr 22.70

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	90	1						90
	Lunch	95	1						95
Rea	Dinner	125	1						125
	Berth	403							403
Oct 26 - 48	Berth	403							403
	Bkfst	85	1						85
	Lunch	90	1						90
	Dinner	135	1						135
	Buss	20	1						20
Motor Car Fairmont Model M-19 SP NO 3798	Miles		28						

Total Material 14.46

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept
Daily # 18 - 10-27-48

Correct Jack E Thomas Jr Inst'man
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EKI REPORT OF LABOR A M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coalada Ore Audit No. 79224

Gang Engr Dept Report No. 17 Daily ~~or Week Ending~~ Oct 26 1948

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	8	(J E Thomas @ $275.00)							8	13221	10.57

Total Labor 8 hr 10.57

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	75	1						75
	Lunch	85	1						85
	Dinner	1,25	1						1 25
	Bed	2,50	1						2 50
Oct 25 48	Berth	4,03	1						4,03

Total Material 9.38

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

Note: Also report locomotive miles.

Engr Dept
Daily # 17- 10-26-48

Correct Jack E Thomas Jr Inst'man
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

7-30

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coaledo Audit No. 79224

Gang Engr Dept Report No. 14 ~~Daily or~~ Week Ending Oct 31 1948

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			Nothing to Report								

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Engr Dept
Weekly # 14 Oct 31-48

Correct Jack ... Eastman
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EKL REPORT OF LABOR A). M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coquille Audit ~~C. O.~~ No. 79224

Gang Engr Dept Report No. 19 Daily or ~~Week Ending~~ Nov 3 1948

15 Week Ending Nov 6 1948

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	(JE Thomas @ $275.00)								8	1.375	11.00

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
	Bkfst	75	1						.75
	Lunch	1.00	1						1.00
	Dinner	1.25	1						1.25
	Bus	10	1						10
Nov 2 1948	Berth	4.03	1						4.03
Motor Car Fairmont Model-M-19 S.P. Co No 3798	Mile		28						

Total Material 7.13

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
aily # 19 - 11-3-48
ekly # 15 - 11-6-48

Correct Jack E. Thomas Jr Inst'man
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coquille Ore Audit ~~C.M.~~O. No. 79224

Gang Engr Dept Report No. 16 ~~Daily or~~ Week Ending Nov 13 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Inspector	8	(L F Rea @ $315.00)							8	1.575	12.60
Jr Inst'man	8	(J E Thomas @ $275.00)							8	1.375	11.00

Total Labor 16 hr 23.60

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	70	1						.70
	Lunch	1.00	1						1.00
Thomas	Dinner	1.25	1						1.25
	Bed	2.50	1						2.50
	Bus	20	1						20
Nov 8	Berth	403	1						4.03
	Bkfst	90	1						.90
Rea	Lunch	90	1						.90
	Dinner	1.35	1						1.35
	Berth	403	2						8.06
Motor Car Fairmont Model-M 19 S.P.Co. #3798	Mile		28						

Total Material 20.8

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	
B	Inspection
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Weekly #16-11-13-48

Correct Jack E Thomas Jr Inst'man
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKL REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coquille Ore ~~G.W.O.~~ Audit No. 79224

Gang Engr Dept Report No. 21 Daily ~~or Week Ending~~ Nov 11 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Inspector	8	/ LERoa @ $315.00							8	1.575	12.60

Total Labor 8 hrs 12.60

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense	Bkfst	90	1						90
	Lunch	90	1						90
	Dinner	135	1						135
	Berth	4.03	1						4.03
Nov 10.	Berth	4.03	1						4.03

Total Material 1121

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct Jack E. Thomas [illegible]
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

Engr Dept
Daily #21-11-11-48

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coquille Ore ~~G.W.O.~~ Audit No. 79224

Gang Engr Dept Report No. 20 Daily ~~or Week Ending~~ Nov 9 1948

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Jr Instrumentman	8	(J E Thomas			@ 27620	)		8	1.375	11.00

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expenses									
	Bkfst	70	1						.70
	Lunch	100	1						1.00
	Dinner	125	1						1.25
	Bed	250	1						2.50
	Buss	20	1						.20
Nov 8	Berth	4.03	1						4.03
Motor Car Fairmont Model M 19 SP Co # 9798	Mile		28						

Total Material 9.68

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Engr Dept
Daily #20 - 11 - 9 - 48

Correct Jack E Thomas Jr Instmn
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coquille Ore ~~C.W.O.~~ Indst No. 79224

Gang Engr Dept Report No. 17 ~~Daily or~~ Week Ending Nov 20 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	16	CJE Thomas @ $275.00							16	1.375	22.00

Total Labor 16 hr 22.00

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expense									
	Bkfst		2						1.55
	Lunch		2						1.90
	Dinner		2						3.55
	Bed		1						2.50
	Berth		2						2.06
Motor Car Fairmont Model M19 SPCo #8798	Mile		46						

Total Material 16.52

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Engr Dept
Weekly #17 - 11-20-48

Correct Jack R Thomas Sr Inst'man
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coquille Ore ~~G.W.O.~~ Audit No. 79224

Gang Engr Dept Report No. 23 Daily ~~or Week Ending~~ Nov 18 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	8	(JE Thomas @ $275.00)							8	1.375	11.00

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	80	1						80
	Lunch	90	1						90
	Dinner	130	1						130
	Berth	403	1						4.03
Motor Car	Miles		18						
Fairmont Model M 19									
SPCo #3798									

Total Material 7.03

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Correct Jack E Thomas Jr Inst'man
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

Engr Dept
Daily #23 - 11-18-48

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Heavy Slope Easement Location Coos Bay to Coquille Ore Audit ~~G.~~O. No. 79224

Gang Divn Engrs Report No. 22 Daily ~~or Week Ending~~ Nov 17 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Inst'man	8	(J E	Thomas		@ $2	75 00			8	1.375	11.00

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expense									
	Bkfst	75	1						75
	Lunch	100	1						100
	Dinnr	125	1						125
	Bed	250	1						250
Nov 16 48	Berth	403	1						403
Motor Car Fairmont Model M 19 S.P.Co 3798	Mile		28						

Total Material 953

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Daily #22 - 11-17-48

Correct Jack L Thomas Jr Inst'man
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Project *Hiway Slope Easement* Location *Coos Bay to Coquille* ~~G.M.O.~~ No. *79224*

Gang *Engr Dept* Report No. *18* ~~Daily or~~ Week Ending *Nov 27* 19*48*

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Correct *Jack E Thomas Jr Inst'man*
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

Engr Dept
Weekly # 18-11-27-48

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKL REPORT OF LABOR D MA ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Coaledo Ore. ~~W.O.~~ Audt No. 79224

Gang Engr Dept Report No. 24 Daily ~~or Week Ending~~ Nov 30 19 1948

19 Week Ending Nov 30 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instman	8	(J E Thomas @ 275.00)							8	1.375	11.00

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Nov 29 48	Berth	4.03	1						4.03
Nov 30	Bkfst	80	1						80
	Lunch	95	1						95
	Dinner	1.25	1						1.25
	Bed	2.50	1						2.50
Motor Car Fairmont Mode M 19 No 3798	Miles		20						

Total Material 9.53

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

Note: Also report locomotive miles.

Engr Dept
Daily # 24 - 11 - 30 - 48
Weekly # 19 - 11 - 30 - 48

Correct Jack E Thomas Jr Inst'man
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to [illegible] Ore Auth. No 79824

Gang Engr Dept Report No 25 Daily ~~or Week Ending~~ Dec 3 1948

# 20 Weekly Dec 4 48

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Inst'man	8	(J E Thomas $250.00)							8	13221	1058

Total Labor 8 hr 10.58

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	75	1						75
	Lunch	90	1						90
	Dinner	140	1						140
	Buss	45	1						45

Total Material 3.50

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Daily # 25 12-3-48
Weekly # 20 12-4-48

Correct Jack E Thomas Jr Inst'man
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Chrome Ore Audit ~~G.M.O.~~ No. 79224

Gang Engr Dept Report No. 26 Daily ~~or Week Ending~~ Dec 7 1948

21 Weekly Dec 11 48

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Inst'man	4	J E Thomas (@$275.00)							4	13221	529

Total Labor 4 hr 5.29

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Exp									
	Dinner	130	1						1.30
	Bed	250	1						250
	Bus	20	1						20
Motor Car Fairmont M19 SP 3798	Miles		85						

Total Material 4.00

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection

C

D

E

F

* Note: Also report locomotive miles.

Engr Dept
Daily # 26-12-7-48
Weekly # 21-12-11-48

Correct Jack E Thomas Jr. Instman
Title-S. P. Co.

Approved C. C. Dale
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location [illegible] to Chemult Ore ~~[illegible]~~ Indst No. 79224

Gang Engr Dept Report No. 22 ~~Date~~ or Week Ending Dec 18 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Inspector	8	/ L F Reag@			$315.00				8	15144	12.12
Jr Instman	32	/ B E Thomas @			$275.00				32	13221	42.31

Total Labor 40 hr 54.48

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	85	1						85
	Lunch	85	1						85
Rea	Dinner	125	1						125
	Berth	403	2						8.06
	Bkfst		4						3.20
	Dinner		4						5.55
	Lunch		4						4.05
	Bed		3						7.00
	Berth		2						8.06
Motor Car	Hr		16						
	gas		2 gal						
	Oil		2 pt						
R. R. C JAN 8-1949									

Total Material 38.87

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B Inspection
						C
						D
						E
						F

* Note: Also report locomotive miles.

Engr Dept
Weekly # 22-12-18-48

Correct Jack E Thomas Jr Instman
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Chrome Ore ~~G.M.C.~~ Supt No. 79224

Gang Engr Dept Report No. 30 Daily ~~or Week Ending~~ Dec 17 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrument man	8	(JE Thomas @ $275.00)							8	13221	1057

Total Labor 8 hr 10.57

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	75	1						75
	Lunch	90	1						90
	Dinner	145	1						145
	Berth	403	1						403

Total Material 7.13

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept
Daily #30-12-17-48

Correct Jack E Thomas Jr Instman
~~G.M.C.~~-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

7-30

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Chrome ~~G.M.O.~~ Audit No. 79224

Gang Engr Dept Report No. 29 Daily ~~or Week Ending~~ Dec 16 1948

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	8	(J E Thomas @ $273.00)							8	1.3221	10.58

Total Labor 8 hr 10.58

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	85	1						85
	Lunch	1.00	1						1.00
	Dinner	1.25	1						1.25
	Bed	2.50	1						2.50
Motor Car	hr		8						
	Gas		1 gal						
	Oil		1 pt						

Total Material 5.60

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Daily # 29 - 12 - 16 - 48

Correct Jack E. Thomas Jr Inst'man
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEKL REPORT OF LABOR) MA RIAL USED

Proje Hickey Slope Easement Location Coos Bay to Chrome Ore ~~G.M.O.~~ Audit No. 79224

Gang Engr Dept Report No. 28 Daily ~~or Week Ending~~ Dec 15. 1948

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instman	8	(J E Thomas @				$275.00)			8	1.3221	10.57

Total Labor 8 hr 10.57

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	85	1						.85
	Lunch	1.05	1						1.05
	Dinner	1.35	1						1.35
	Bed	2.50	1						2.50
Moto Car	hr		8						
	Gas		1gal						
	Oil		1pt						

Total Material 5.75

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B Inspection
C
D
E
F

* Note: Also report locomotive miles.

Correct Jack E Thomas Jr Inst'man
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

Engr Dept
Daily #28-12-15-48

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EKL REPORT OF LABOR A D MA RIAL USED

Project Hiway Slope Easement Location Coos Bay to Chrome Audit ~~G.M.O.~~ No. 79224-

Gang Eng Dept Report No. 27 Daily ~~or Week Ending~~ Dec 14 1948

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Inspector	8	(L F Reo @ $315.00)						8	1.5144	12.12
Jr Inst'man	8	(J E Thomas @ $275.00)						8	1.3221	10.58

Total Labor 16 hr 22.70

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	85	1						.85
Reo	Lunch	85	1						.85
	Dinner	1.25	1						1.25
	Berth	4.03	1						4.03
Dec 13	Berth	4.03	1						4.03
	Bkfst	75	1						75
Thomas	Lunch	1.10	1						1.10
	Dinner	1.50	1						1.50
	Bed	2.00	1						2.00
Dec 13	Berth	4.03	1						4.03

Total Material 20.39

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Dr Engr Dept
Daily # 27-12-14-48

Correct Jack L. Thomas Jr Instman
Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hwy Slope Easement Location Coos Bay to Chrome Ore Audit ~~G.O.~~ No. 79224

Gang Engr Dept Report No. 31 Daily ~~or Week Ending~~ Dec 21 1948

= 23 Week Ending Dec 25 48

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Inst'man	8	(JE Thomas @ 275.00)							8	1.3221	10.58

Total Labor 8 hr 10.58

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	.70	1						.70
	Lunch	1.00	1						1.00
	Dinner	1.30	1						1.30
	Bed	2.50	1						2.50
Dec 20	Berth	4.03	1						4.03
Other Report									
Section 143									

Total Material 9.53

Equipment	Equipment Hours * A	B	C	D	E
R. R. G. JAN 12 1949					

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Daily #31 - 12-21-48
Wkly # 23-12-25-48

Correct Jack E Thomas Jr Inst'man
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKL REPORT OF LABOR D MA ERIAL USED

Project Hi Way Slope Easement Location Coos Bay to Chrome Audit ~~C.W.O.~~ No. 79224

Gang Sect 143 Report No. 4 Daily ~~or Week Ending~~ Dec 22 1948

" 3 Week Ending Dec 25 48

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	1½								1½	1.19	1.78
Labor	10½								10½	.96	10.08

Total Labor 12 hr 11.86

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

R. R. G.
JAN 12 1949

Description of Work

A
B Surfacing track
C
D
E
F

* Note: Also report locomotive miles.

Sec 143
Daily #4 - 11-22-48
Weekly " 3 - 11-25-48

Correct Jack E. [illegible] Sec Fore'man
Title-S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hwy Slope Easement Location Coos Bay to Chrome Ore Audit No. 79224

Gang Engr Dept Report No. 92 Daily ~~or Week Ending~~ Dec 28 1948

✓ # 24 Week Ending Dec 31 48

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Inst'man	8	(J E Thomas @ $272.00)							8	1.3221	10.58

Total Labor 8 hr 10.58

Class of Material	Unit	Price	A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	75	1						75
	Lunch	90	1						90
	Dinner	125	1						1.25
	Bed	250	1						2.50
Dec 27	Berth	403	1						4.03
Motor Car	hr		8						
	Gas		1 gal						
	Oil		1 pt						
No Other Report									

Total Material 9.43

Equipment	A	B	C	D	E
R. R. G. JAN 12 1949					

Description of Work

A
B Inspection
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept
Daily # 92-12-28-48
Weekly # 24-12-31-48

Correct Jack E Thomas Jr. Inst'man
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hinney Slope Easement Location Cosbay to Chrome Ore Audit No. 79884

Gang Engr Dept Report No. 85 ~~Daily or~~ Week Ending Jan 1 1949

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
	No Report									

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Engr Dept
Weekly #25 - 1-1-49

Correct Jack E. Thomas Jr. Instrumentman
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hussey Slope Easement Location Coos Bay to Chrome ~~Bill~~ Audit No. 79224

Gang Engr Dept Report No. 25 ~~Daily or~~ Week Ending Jan 8 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	24	(J. Thomas @ $250.00)							24	1375	33.00

Total Labor 24 hr 33.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst		3						2.05
	Lunch		3						2.65
	Dinner		3						3.90
	Bed		2						5.00
Motor Car M19	hr		16						
	Gas		2 gal						
	Oil		2 pt						

Total Material 13.60

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept
Weekly # 25 - 1·8·49

Correct Jack E. Thomas Jr Inst'man
Title S. P. Co.

Approved E E Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Slope Easement Location Coos Bay to Chrome Oreg ~~G.M.O.~~ Audit No. 79224

Gang Engr Dept Report No. 35 Daily ~~or Week Ending~~ Jan 7 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	8	(J E Thomas @ $275.00)							8	1.375	11.00

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense	BKfst	.70							.70
	Lunch	.90							.90
	Dinner	1.30							1.30

Total Material 2.90

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Correct Jack E Thomas Jr Inst man
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

Engr Dept
Daily # 35-1-7-49

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Chrome Ore G.M.O. No. 79224

Gang Engr Dept Report No. 34 Daily ~~or Week Ending~~ Jan 6 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	8	(J E Thomas @ 275.00)							8	1.375	11.00

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense	Bkfst	.65							.65
	Lunch	.90							.90
	Dinner	1.35							1.35
	Bed	2.50							2.50
Motor Car	hr		8						
	Gas		1 gal						
	Oil		1 pt						

Total Material 5.40

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive miles.

Engr Dept
Daily #34 - 1-6-49

Correct Jack E. Thomas Jr Instrman
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Chrome Or Aud't G.M.O. No. 79224

Gang Engr Dept Report No. 33 Daily ~~or Week Ending~~ Jan 5 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Inst'man	8	/ J E	Thomas		@ 2	75.00			8	1.375	11.00

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense	Bkfst	70							.70
	Lunch	85							.85
	Dinner	125							1.25
	Bed	250							2.50
Motor Car M-19	Gas		1 gal						
	Oil		1 pt						
	hr		8						

Total Material 5.30

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection

C

D

E

F

* Note: Also report locomotive miles.

Engr Dept
Daily # 33 - 1-5-49

Correct Jack E Thomas Jr Inst'man
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKL REPORT OF LABOR A D M ERIAL USED

Project Hiway Slope Easement Location Coos Bay to Acme Ore. Auth ~~G.I.~~O. No. 79224

Gang Engr Dept Report No. 27 ~~Daily or~~ Week Ending Jan 15 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Inspector	4	(LF Rea @ $315.00)							4	1575	6.30
Jr Instman	20	JE Thomas @ $275.00)							20	1375	27.50

Total Labor 33.80

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Lunch	90	1						90
Rea	Dinner	125	1						125
	Berth	403	1						4.03
	Bkfst		2						1.35
	Lunch		2						1.70
	Dinner		3						3.70
	Bed		2						6.00
	Berth		1						4.03
Motor Car	gas		2 gal						
	oil		2 pt						
No Other Reports									

Total Material 23.01

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Weekly #26 - 1-15-49

Correct Jack E. Thomas Jr Instman
Title-S. P. Co.

Approved E C Dall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M. ERIAL USED

L-7702

Project Henry Slope Easement Location Coos Bay to Chrome Ore Audit No. 79224

ang Engr Dept Report No. 38 Daily ~~or Week Ending~~ Jan 14 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	4	1 Ja Thomas @ ½ 276.00							4	1.875	6.50

Total Labor 4 hr 6.50

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expense									
	Dinner	1.25	1						1.25
	Berth	4.03							4.03

Total Material 5.28

Equipment	Equipment Hours *				
	A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Daily #38-1-14-49

Correct Jack Thomas Jr Inst'man
Title-S. P. Co.

Approved C. C. Dale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A D M ERIAL USED

Project Hudey Slope Easement Location Coos Bay to Chrome Ore ~~Gang~~ Audit No. 7922A

ang Engr Dept Report No. 37 Daily ~~or Week Ending~~ Jan 13 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	8	(JE Thomas @ $275.00)							8	1.375	11.00
Inspector	4	(LF Rea @ $315.00							4	1.575	6.30

Total Labor 12 hr 17.30

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Lunch	90	1						90
Rea	Dinner	125	1						125
	Berth	403	1						403
	Bkfst	.65	1						.65
	Lunch	.85	1						.85
	Dinner	1.20	1						1.20
	Bed	3.00	1						3.00
Motor Car	gas		1 gal						
	Oil		1 pt						

Total Material 11.88

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept
Daily # 37-1-13-49

Correct Jack Thomas Jr Inst'man
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

3ᵒ /

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Chrome ~~S.O.~~ Audit No. 79224

Gang Engr Dept Report No. 36 Daily ~~or Week Ending~~ Jan 12 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Inst'man	8	(JE Thomas @ 275.00)							8	1.375	11.00

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense	Bkfst	70							.70
	Lunch	90							.90
	Dinner	125							1.25
	Bed	300							3.00
Motor Car	Gas		1 gal						
	Oil		1 pt						

Total Material 5.85

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Daily #36 - 1-12-49

Correct Jack E Thomas Jr Inst'man
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-30

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

L-7702

Project Hiway Slope Easement Location Coos Bay to Chrome Ore Mill ~~G.O.~~ No. 79224

Gang Engr Dept Report No. 28 ~~Daily or~~ Week Ending Jan 22 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	16	J.E. Thomas @ $275.00									
									16	1.375	22.00

Total Labor 16 hr 1600

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense	Bkfst		2						
	Lunch		2						1.45
	Dinner		2						1.70
	Bed		1						2.50
	Berth		1						3.00
	Buss		1						4.03
Motor Car									.20
	Gas		1 gal						
	Oil		1 pt						
Other Reports									
Teleg Dept Weekly #2									

Total Material 1288

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Weekly #28 - 1-22-49

Correct Jack E Thomas Jr Instman
Title-S. P. Co.

Approved C C Galler
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Chemme Ore Audit ~~[illegible]~~. No. 79224

ing Engr Dept Report No. 40 Daily ~~or Week Ending~~ Jan 21 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instman	8	(JE Thomas @ $275.00)							8	1.375	1100

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	.75							75
	Lunch	85							85
	Dinner	1.25							1.25
	Bus	.20							20
	Berth	4.03							4.03

Total Material 7.08

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Eng Dept
Daily #40 - 1 - 21 - 49

Correct Jack E. Thomas Jr Instman
Title S. P. Co.

Approved C G Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR ..EEK.. REPORT OF LABOR A..D M..TERIAL USED

Project Hiway Slope Easement Location Coos Bay to Chrome Ore ~~S.W.O.~~ Audit No. 79224

..ang Engr Dept Report No. 39 Daily ~~or Week Ending~~ Jan 19 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Inst'man	8	(J E Thomas @ $275.00)							8	1.375	11.00

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
	Bkfst	70							.70
	Lunch	85							.85
	Dinner	1.25							1.25
	Bed	3.00							3.00
Motor Car	Gas		1 gal						
	O.l		1 pt						

Total Material 5.80

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept
Daily #39-1-19-49

Correct Jack E Thomas Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

7-30

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hwy Slope Easement   Location Coos Bay to [illegible] Ore   Audit ~~E.~~O. No. 79229

Gang Teleg Dept   Report No. 2   ~~Daily or~~ Week Ending Jan 22 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Dist Lineman	12	R.E. Hammel			@	$308.23	—		12	1.6911	20.29
Gang Foreman	12	L. H. Pettit			@	$310.44			12	1.7033	20.44
Lineman	12	C. E. Richter			@	$299.49			12	1.6425	19.71
" "	12	S. E. Van Antwerp			@	$299.49			12	1.6425	19.71
Groundman	12	R. L. Martin			@	$271.96			12	1.3748	16.50

Total Labor 60 hrs   96.65

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expense									
Hammel	Lunch		1						1.20
	Bkfst		1						.95
Pettit	Lunch		1						1.26
	Dinner		2						3.10
	Bed								4.00
	Bkfst		1						1.00
Richter	Lunch		1						1.20
	Dinner		2						3.10
	Bed		2						3.20
	Bkfst		1						.95
Van Antwerp	Lunch		1						1.23
	Dinner		2						3.05
	Bed		2						4.00
	Bkfst		1						1.00
Martin	Lunch		1						1.20
	Dinner		2						3.10
	Bed		2						3.50
Truck #27	Mile		45						

4 daily report for Jan 18 for material used and material released

Total Material 37.85

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Replacing Teleg line Acc of Slide

B of New Hiway mat'l

C

D

E

F

* Note: Also report locomotive miles.

Teleg Dept
Weekly #2 - 1-22-49

Correct Jack A. Thomas [illegible]
Title-S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Stage Easement Location Coos Bay to Chrome Ore Audit O. No. 29224

Gang Teleg Dept Report No. 3 Daily ~~or Week Ending~~ Jan 19 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Dist Lineman	8	- AE	Harmel		@ 338	.23	-		8	1.6911	13.53
Gang Foreman	8	- LH	Pettit		@ 340	.66			8	1.7033	13.63
Lineman	8	CE	Richter		@ 328	.49			8	1.6425	13.14
"	8	S E	Van Antwerp		@ 328	.49			8	1.6425	13.14
Groundman	8	RL	Martin		@ 274	.96			8	1.3748	11.00

Total Labor 40 hr 64.44

Class of Material Personal Exp.	Unit	Price	A	B	C	D	E	F	Amount
Harwell	Lunch	1.25	1						1.25
Pettit	Bkfst	95	1						.95
	Lunch	1.20	1						1.20
	Dinner	1.55	1						1.55
	Bed	2.00	1						2.00
Richter	Bkfst	1.00	1						1.00
	Lunch	1.20	1						1.20
	Dinner	1.55	1						1.55
	Bed	1.50	1						1.50
Van Antwerp	Bkfst	95	1						.95
	Lunch	1.25	1						1.25
	Dinner	1.55	1						1.55
	Bed	2.00	1						2.00
									~~[illegible]~~
Martin	Bkfst	1.00	1						1.00
	Lunch	1.20	1						1.20
	Dinner	1.55	1						1.55
	Bed	1.50	1						1.50
Truck	Mile	-	35						

Total Material 23.20

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Replacing Teleg Line acc Slide
B Hiway Maint
C
D
E
F

* Note: Also report locomotive miles.

Teleg Dept
Daily #3 - 1-19-49

Correct Jack E. Thomas L. Instiman
Title S. P. Co.

Approved C C Gill
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Slope Easement Location Coos Bay to Chrome Ore. Audit ~~G.M.O.~~ No. 79224

Gang Teleg Dept Report No. 2 Daily ~~or Week Ending~~ Jan 18 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Dist Lineman	4	- AE Harmel			@ $338.23 -				4	1.6911	6.76
Gang Foreman	4	- LN Pettit			@ $340.66						
Lineman	4	- CE Richter			@ $328.43				4	1.7033	681
"	4	- SF Van Antwerp			@ 328.43				4	1.6425	6.57
Groundman	4	- RL. Martin			@ 274.96				4	1.6425	6.57
									4	1.3748	5.50

Total Labor 20 hr 32.21

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Pettit	Dinner	1.55	1						1.55
	Bed	2.00	1						2.00
Richter	Dinner	1.55	1						1.55
	Bed	2.00	1						2.00
Van Antwerp	Dinner	1.50	1						1.50
	Bed	2.00	1						2.00
Martin	Dinner	1.55	1						1.55
	Bed	2.00	1						2.00
Truck # 37	Mile		10						
Poles, Class b Butt tr. 25' [redacted]	Ea		3						
Anchor Rod 6' x 1/2"	ea		1						
Anchor Block	ea		1						
Wire Galv. Iron	lb		5						
Brackets Oak	ea		12						
Wire Copper	lb		20						
Credit following Matl.									
Poles Cl. 6 25' SH	ea		3						

Total Material 14.15

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Setting Poles
B	Acc. Slide of New Hiway Matl.
C	
D	
E	
F	

* Note: Also report locomotive miles.

Teleg Dept
Daily # 2 - 1 - 18 - 49

Correct Jack E. [illegible] Jr Inst'man
Title-S. P. Co.

Approved C. E. Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Slope Easement / Location Coos Bay - Coalodo Audit G.M.O. No. 79224

ng. Teleg Dept. Supp #1 ~~Report No.~~ 2 ~~Daily or~~ Week Ending Jan 22 1949

Daily # 3 → Jan 18

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
To correct credit of poles released.									
Please Credit									
Poles, cl6 25' SH	ea		3						
Should have been reported									
Poles, cl6, 25' scrp	ea		3						

R. R. G.
MAR 11 1949

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Teleg Dept.
Supplemental # 3-1-18-49
Weekly No 2-1-22-49

Correct
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~G.M.O. No.~~ 79224

ang Engr. Dept Report No. 29 ~~Daily or~~ Week Ending Jan 29 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insptr.	8		(L F Rea @ $315:00)						8	1.575	12.60
Jr Instrument man	8		J E Thomas @ $275:00)						8	1.375	11.00

Total Labor 16 hrs 23.60

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea	Bkfst		1						85
	lunch		1						105
	Supper		1						135
Pullman	Berth	4.03	1						403
Thomas	Bkfst		1						70
	lunch		1						80
	supper		1						1.30
	room		1						3.00
Motor car	day		1						
gasoline	gal.		1						
Oil	pts.		1						
Other reports									
None									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept
Weekly No 29 - 1-29-48

Correct
Title S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch Aud't ~~G.M.O.~~ No. 79824

Gang Engr Dept. Report No. 42 Daily or ~~Week Ending~~ Jan 27 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspctr	8								8	1.575	12.60
								Total Labor	8 hrs		12.60

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense	Bkfst	.85	1						85
	Lunch	1.05	1						105
	Supper	1.35	1						135
Pulman	Berth	4.03	1						403
							Total Material		

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr. Dept.
#42-1-27-49

Correct [illegible] Engr Dept
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

7-38 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR A D M ERIAL USED

Project Highway Slope Easement Location Coos Bay to Chemeua ~~C.O~~ Audit. No. 79224

ang Engr Dept Report No. 21 Daily ~~or Week Ending~~ Jan 26 1940

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Jr Instrumentman	B	JE Thomas @ $275.00							8	1.375	11.00

Total Labor 8 hr 11.00

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expense									
	Bkfst	.70	1						.70
	Lunch	.80	1						.80
	Dinner	1.30	1						1.30
	Bed	3.00	1						3.00
Motor Car	gas		1 gal						
	Oil		1 pt						

Total Material 5.80

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Engr Dept
Daily #41-1-26-99

Corre Jack E Thomas Jr Instman
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O.~~ Aud. # No. 79224

ang Engr. Dept. Report No. 30 [illegible]r Week Ending Jan 31 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Other Reports									
Service Order #82									
Service Order #83									

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Engr Dept.
Weekly NO 30 - 1-31-49

Correct
Title S. P. Co.

Approved H C Ball
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR /EE Y REPORT OF LABOR ID TERIAL USED

Project Highway Easement Location Coos Bay Branch ~~[illegible]~~ Audit No. 79224

Gang Service Order #82 Report No. 1 ~~Daily or Week~~ Month ending Ending Jan 31 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Service Order #82 favor of Beebe Construction Co									
Hoaki Bldg. Coos Bay Oregon									
Clean culvert located ¼ mile east of Overland, Coos Bay Br.									
Contractor furnished all labor, material & equipment									
Work performed December 14th 1948 Thru Dec 29th									
Total amount									266.51

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Maintain drainage thru

B railroad culvert 4

C

D

E

F

* Note: Also report locomotive miles.

Service Order #82
#1
1-31-49

Correct ______ e-S. P. C.

Approved ______
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

L-7702

Project Highway Easement Location Coos Bay Branch ~~C.M.O.~~ Auth No. 79224

Gang Service Order #83 Report No. 2 ~~Daily or Week~~ Month Ending Jan 31 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Service Order #83 favor of Beebe Construction Co									
Kask. Bldg, Coos Bay, Ore.									
Clean culvert located ½ mile east of Overland, Coos Bay Branch									
Contractor furnished all labor, material & equipment									
Work performed Dec 14th 1948 thru Dec. 29th 1948									
Total Amount									
									300.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Maintain drainage thru
B railroad culvert
C
D
E
F

* Note: Also report locomotive miles.

Service Order #83
#2
1-31-49

Correct ________ -S. P. Co.

Approved ________

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Coaledo ~~G.M.O. No.~~ Audit No. 79224

Gang Diven Engrs Report No. 32 ~~Daily or~~ Week Ending Feb 12 1949

Daily # 44 → Feb 11 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumen	8			(L-Rea @ $295.00)					8	1.6032	12.83

Total Labor 8 hrs 12.83

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea	Bkfst	85	1						.85
	lunch	115	1						1.15
	Supper	135	1						1.35
Pulman	Berth	403	1						4.03
No other Reports									

R. R. G.
MAR 11 1949

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Diven Engrs
#44 - 2-11-49
Weekly No 32 - 2-12-49

Correct Title S. P. Co.

Approved Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay - Coalado ~~G.O.~~ Audit No. 79224

Gang Divn Engrs Report No. 31 ~~Daily or~~ Week Ending Feb 5 1949

Daily # 43 → Feb 3 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumen	4								4	1.60326	6.41

Total Labor 4 hrs 6.41

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rm	Supper	1.35	1						1.35
Pullman	Berth	8.03	1						8.03
No other Reports									

R. R. G.
MAR 11 1949

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engrs
43 - 2-3-49
Weekly No 31 - 2-5-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project *Highway Easement* Location *Coos Bay - Coaledo* ~~G.M.O. No.~~ *Audit 79224*

Gang *Divn. Engrs* Report No. *33* ~~Daily or~~ Week Ending *Feb 19* 19*49*

Daily #45 → Feb 17 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	*4*		*(2nd Rm @ $325.00)*						*4*	*1.60326*	*6.41*
									Total Labor	*4 hrs*	*6.41*

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Per	*Supper*	*1.25*	*1*						*1.25*
	Room	*3.50*	*1*						*3.50*
No other Reports									
								Total Material	

R.R.G.
MAR 11 1949

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	*Inspection*
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

Divn Engrs
#45 - 2-17-49
Weekly No 33 - 2-19-49

Correct ______ Title-S. P. Co.

Approved *C C Gall*
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay - Coaledo ~~Order~~ Audit No. 79224

Gang Divn Engrs Report No. 34 ~~Daily~~ or Week Ending Feb 26 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
								Total Labor			

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Nothing to Report									
							Total Material		

R. R. G.
MAR 11 1949

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Divn Engrs
Weekly No 34-2-26-49

Correct
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

7-30

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay-Coaledo ~~W. O.~~ Auth No. 79224

Gang Divn Engrs Report No. 35 ~~Daily or~~ Week Ending Feb 28 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Nothing to Report									
								Total Material	

R. R. G.
MAR 11 1949

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Divn Engrs
Weekly No 35 - 2 - 28 - 49

Correct ______ Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEK REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Cow Bay Br G.M.O. No. 79224

Gang Divn Engrs Report No. 36 ~~Daily~~ or Week Ending Mar 5 1949

Daily # 46 → Mar 5 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ch. Instrumentman	4								4	1.365	5.46

Total Labor 4 hrs 5.46

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Rea	Supper	1.25	1						1.25
Bu	Fare	10	2						.20
pullman	Berth	4.03	1						4.03
Other Reports — None									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive miles.

Divn Engrs

46 - 3-5-49

Weekly No 36 - 3-5-49

Correct
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.A.O.~~ Audit No. 77224

Gang Divn Engrs Report No. 37 ~~Daily or~~ Week Ending March 12 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Nothing to Report									
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Divn Engrs

Weekly No 37 - 3-12-49

Correct L. Coxey
[illegible]-S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch Audit G.M.O. No. 79224

Gang Divn Engrs Report No. 38 ~~47~~ ~~Daily~~ ~~Daily or Week Ending~~ Mar 19 ~~Mar 16~~ 19 49

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
~~Instrumentman~~	~~4~~								~~4~~	~~[illegible]~~	~~[illegible]~~
Total Labor									4 hrs		5.47

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rear	supper	1.25	1						1.25
Bus	fare	.10	2						.20
pullman	berth	4.03	1						4.03
Other Reports - None									
Total Material									

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Inspection
B
C
D
E
F

*Note: Also report locomotive miles.

Divn Engrs
#47 - 3-16-49
Weekly No 38 - 3-19-49

Correct ________ Title S. P. Co.

Approved ________ Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Easement, Highway Slopes Location Coos Bay Branch ~~G.W.O.~~ Audit No. 79224

Gang Divn Engrs Report No. 39 ~~Daily~~ or Week Ending Mar 26 1949

Daily #48 → May 24 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
instrumentman	4			LF Rea		@	$275.00		4	1.3654	5.46

Total Labor 4 hrs 5.46

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea	Bkfst	85	1						85
	lunch	95	1						95
	room	3.50	1						3.50
Other Reports - None									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engrs
#48-3-24-49
Weekly No 39-3-26-49

Correct
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

738

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR A D M ERIAL USED

L-7702

Project Highway Easement Location Coos Bay Branch ~~Order~~ Audit No. 99224

Gang Divn Engrs Report No. 40 ~~Daily~~ or Week Ending Mar 31 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
										Total Labor	

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Nothing to Report									
								Total Material	

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Divn Engrs

Weekly No 40 - 3-31-49

Correct

Title-S. P. Co.

Approved C C Hall

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O.~~ Aud. # No. 79029

Gang Divn Engrs Report No. 41 ~~Daily~~ or Week Ending April 2 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Nothing to Report									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Divn Engrs

Weekly No 41 - 4-2-49

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

730

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.O.~~ Audit No. 79224

Gang Divn Engrs Report No. 42 Daily or Week Ending Apr 9 1949

Daily # 49 Apr 7 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	8			(L F Rea @ $310.00)					8	1.49	11.92

Total Labor 8 hrs 11.92

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea	Bkfst	.85	1						.85
	Lunch	.85	1						.85
	Supper	1.25	1						1.25
pulman	Berth	4.03	1						4.03
No other Reports									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs
#49-4-7-49
Weekly No 42-4-9-49

Correct: ~~L Coyle~~ Title S. P. Co.

Approved: Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Br. ~~Job~~ Audit No. 99284

Gang Div. Engrs Report No. 43 ~~Daily or~~ Week Ending Apr 16 1949
" " 44 " " " 23 1949

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Not'g to Report									

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Div. Engrs
Weekly No 43 - 4-16-49
" " 44 - 4-23-49

Correct ______ Title-S. P. Co.

Approved ______ Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Pro ct Highway Relocation Location Coos Bay Br ~~C. M. O. No.~~ Audit 77226

Gang Divn Engrs Report No. 45 Daily or Week Ending Apr 30 1949

Daily # 50 → Apr 29, 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	4		(@ P Ra @ [illegible])						4	1.49	5.96

Total Labor 4 hrs 5.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Also	Supper	1.25	1						1.25
pulman	Berth	4.03	1						4.03
No other Reports									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Divn Engrs
#50-4-29-49
Weekly No 45-4-30-49

Correct [illegible]
Title-S. P. Co.

Approved [illegible]
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

L-7702

Project Highway Easement Location Coos Bay-Coaledo ~~D.M.O.~~ Audit No. 79224

Gang Divn Engrs Report No. 46 ~~Daily~~ or Week Ending May 7 1949

Daily # 51 → May 5 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
instrumentman	4		(F Rea @ $314.00)						4	1.55	6.20

Total Labor 4 hrs 6.20

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea									
	Bkfst	.90	1						.90
	lunch	95	1						.95
Bus	Fare	.10	1						.10
pulman	Berth	4.03	1						4.03
No other reports									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

DivnEngrs
#51- 5-5-49
Weekly No 46-5-7-49

Correct
Division-S. P. Co.

Approved H C Hall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay-Coaledo ~~C.M.O.~~ Audit No. 79224

Gang Div'n Engrs Report No. 47 ~~Daily or~~ Week Ending May 14 19 49

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Nothing to report									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Divn Engrs
Weekly No 47 - 5-14-49

Correct S. P. Co.

Approved C. C. Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR .D M ERIAL USED

Project Highway Easement Location Coos Bay-Coaledo ~~G.M.~~ Audit No. 79224

Gang Divn Engrs Report No. 48 ~~Daily or~~ Week Ending May 21 1949

Daily No 52 → May 19 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	8		(L F Reg @ $310.00)						8	1.55	12.40

Total Labor 8 hrs 12.40

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Reg	Bkfst	85	1						.85
	lunch	85	1						.95
	Supper	1.25	1						1.25
Pullman	Berth	8.03	1						8.03
No other Reports									

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Inspection
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

Divn Engrs
#52-5-19-49
Weekly No 48-5-21-49

Correct [illegible]
Title S. P. Co.
Approved H. C. Hall
Res. Engr. State Highway Dept.

7-30

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay-Coaledo ~~G.M.O.~~ Audit No. 79224

Gang Divn Engrs Report No. 50 ~~Daily or~~ Week Ending May 31 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Nothing to Report									
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Also report locomotive miles.

Engrs
No 50 - 5-31-49

Correct:
Title-S. P. Co.

Approved: Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay-[illegible] Aut No. 74224

Gang Divn Engrs Report No. 49 ~~Daily or~~ Week Ending May 28 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Nothing to Report									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs
Weekly No 49 - 5-28-49

Correct
Title-S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR ID M ERIAL USED

L-7702

Project Highway Easement Location Coos Bay Branch ~~G.O.~~ Audit No. 79224

Gang Divn Engrs Report No. 51 Week Ending June 4 1949

Daily #53 → June 2

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	4		(1F Rea @ 315.00)						4	1.5144	6.06

Total Labor 4 hrs 6.06

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea									
	Supper	1.25	1						
Bus:	Fare	10	2						1.25
Pullman	Berth	4.03	1						20
									4.03
Other Reports									
BGB # 30 - Weekly No 1									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs
#53 - 6-2-49
Weekly No 51 - 6-4-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7 36

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch Aud. No. 79224

Gang B&B #30 Report No. 1 ~~Daily or~~ Week Ending June 4 1949

Daily #1 → June 1

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	4								4	1.32	5.28
〃 OT	4								4	1.98	7.92

Total Labor 8 hrs 13.20

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
-Auto	MI	.07	30						2.10

RECEIVED
AUG 1

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A protect track near Crane
B while contractor excavating
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#1 - 6-1-49
Weekly - 6-4-49

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O. No.~~ Audit 79224

Gang Divn Engrs Report No. 52 ~~Daily or~~ Week Ending June 11 1949

Daily #54 → June 9

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
~~Instrumentman~~	8		(LFR @ $325.00)						8	1.5144	12.12

Total Labor 8 hrs 12.12

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea-	Bkfst	90	1						
	lunch	95	1						
	Supper	1.25	1						
Bus	1 fare	10	2						
pullman	Berth	4.03	1						
Other Reports									
B&B #30 Weekly No 2									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs
#54 6-9-49
Weekly No 52 - 6-11-49

Correct
Title-S. P. Co.

Approved C C Dale
Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch Aust ~~Auth.~~ No. 79224

Gang B&B #30 Report No. 2 ~~Daily~~ or Week Ending June 11 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpts.	9		(L) Forrester (@ $1.32)						9	1.32	11.88

Total Labor 9 hrs 11.88

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi.	.07	60						4.20

RECEIVED
30 AUG [illegible]
[illegible] HIGHWAY [illegible]

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Flag protection - inspection
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
Weekly No 2 - 6-11-49

Correct Superintendent
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O. No.~~ Audit 79224

Gang B&B #30 Report No. 4 Daily or ~~Week Ending~~ June 10 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	3								3	1.32	3.96
								Total Labor	3 Hrs		3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi.	.07	20						1.40
								Total Material	

RECEIVED
AUG 10 19
HIGHWAY COMMISSION

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Flag protection - Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#4 - 6-10-49

Correct ____ Title-S. P. Co.

Approved ____ Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR ~EEK~ REPORT OF LABOR ~ID M~~ERIAL USED

Project Highway Easement Location Coos Bay Branch Gen. Acct. No. 79224

Gang B&B # 30 Report No. 3 Daily or Week Ending June 9 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forester - Auto	mi	.07	20						1.40

RECEIVED
AUG
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flag protection - inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B # 30
#3- 6-9-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch G.~~M.O.~~ Audit No. 7924

Gang B&B #30 Report No. 2 Daily ~~or Week Ending~~ June 8 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester Auto	Mi.	.07	20						1.40

RECEIVED
AUG

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flag protection - inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

B&B #30
#2-6-8-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

7 38

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch Auth. No. Auth 79224

Gang Divn Engrs Report No. 53 ~~Daily~~ or Week Ending June 18 1949

Daily # 55 → June 16

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrument man	4		(LF	Req	@	$315.	00)		4	1.514	6.06

Total Labor 4 hrs 6.06

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Req-	Supper	1.25	1						1.25
pullman	Berth	4.03	1						4.03
other Reports									
B&B #30 weekly No 53									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

RECEIVED
AUG 1[illegible] 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Correct _______ Title S. P. Co.

Approved _______ Res. Engr. State Highway Dept.

* Note: Also report locomotive miles.

Divn Engrs
#55-6-16-49
Weekly No 53-6-18-49

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKL REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~C.W.O.~~ Audit No. 79224

Gang B&B #30 Report No. 3 ~~Daily or Week Ending~~ June 18 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	15		(C) Forrester @ $1.32)						15	1.32	19.80

Total Labor 15 hrs 19.80

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expenses									
Forrester - Auto	Mi.	.07	120						8.40

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

RECEIVED

* Note: Also report locomotive miles.

B&B #30

Weekly No 3 - 6-18-49

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch Acct. No. 79224

Gang B&B #30 Report No. 9 Daily ~~or Week Ending~~ June 17 1949

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Carptr.	3							3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester - Auto	Mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

RECEIVED
AUG 1[illegible] 1949
OREGON STATE HIGHWAY COMMISSION

* Note: Also report locomotive miles.

B&B #30
#9-6-17-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch Acct C.O. No. 79224

Gang B&B #30 Report No. 8 Daily or Week Ending June 16 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	132	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forecaster - Auto	Mi.	.07	40						2.80

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

RECEIVED
AUG 18
OREGON STATE HIGHWAY

* Note: Also report locomotive miles.

B&B #30
#8 - 6-16-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEK REPORT OF LABOR ND M ERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~Order~~ No. 77224

Gang B&B #30 Report No. 7 Daily ~~or Week Ending~~ June 15 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									3	1.32	3.96
Carptr	3										

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forester - Auto	mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

RECEIVED

* Note: Also report locomotive miles.

B&B #30
#7-6-15-49

Correct Title-S. P. Co.

Approved Res. Engr. State Highway Dept.

7-30

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Branch Aud.t 79224

Gang B&B #30 Report No. 6 Daily ~~or Week Ending~~ June 14 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96
Total Labor 3 hrs											3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forester - Auto	Mi.	.07	20						1.40
Total Material									

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

RECEIVED
AUG 18 1949
OREGON STATE HIGHWAY COMMISSION
DEPARTMENT

* Note: Also report locomotive miles.

E&B#30
#6-6-14-49

Correct
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O.~~ Audit No. 79224

Gang B&B #30 Report No. 5 Daily or ~~Week Ending~~ June 13 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester – Auto	mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	inspection
						B	
						C	
						D	
						E	
						F	

RECEIVED
AUG 10 1949
OREGON STATE HIGHWAY COMMISSION

Note: Also report locomotive miles.

B&B #30
#5 - 6-13-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Alma Bay Br Audit ~~G.H.O.~~ No. 79224

Gang Divn Engrs Report No. 54 ~~Daily or~~ Week Ending June 25 1949

Daily # 56 → June 23

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	4		4 E Rec @			$315.00)			4	1.514	6.05

Total Labor 4 hrs 6.05

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Res	Supper	1.25	1						1.25
Bus	Fare	.10	2						.10
Pullman	Berth	4.03	1						4.03
Other Reports									
B&B #30 Weekly No 6									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engrs
56 - 6-23-49
Weekly No 54 - 6-25-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-30

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR A D M ERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~G.W.O.~~ No. 79224

Gang B&B #30 Report No. 4 ~~Daily or~~ Week Ending June 25 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpenter	15		(M Forrester @ 1.32)						15	132	19.80

Total Labor 15 hrs 19.80

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester – Auto	Mi.	.06	100						6.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

RECEIVED
AUG [illegible] 1949
STATE HIGHWAY COMMISSION

* Note: Also report locomotive miles.

B&B #30

Weekly No 4 - 6-25-49

Correct [illegible]
Title-S. P. Co.

Approved [illegible]
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project: Highway Expense Location Coos Bay Branch ~~G.M.O. No.~~ Auth 79224

Gang B&B #30 Report No. 14 Daily or ~~Week Ending~~ June 24 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester-Auto	mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

RECEIVED
AUG [illegible]
[illegible] HIGHWAY COMMISSION

* Note: Also report locomotive miles.

B&B #30
#14 - 6-24-49

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~Ord.~~ No. 79224

Gang B&B #30 Report No. 13 Daily ~~or Week Ending~~ June 23 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Foreman - Auto	Mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours *					Description of Work	
	A	B	C	D	E		
						A	Watchman
						B	
						C	
						D	
						E	
						F	

RECEIVED
AUG 18 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

* Note: Also report locomotive miles.

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

B&B #30

# B-6-23-49

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Easement Location Coos Bay Br Acct. No. 79224

Gang B&B #30 Report No. 12 Daily ~~or Week Ending~~ June 22 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expenses									
Forrester-Auto	Mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

RECEIVED
AUG [illegible]

* Note: Also report locomotive miles.

B&B #30
W.E. 6-22-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch ~~W.O.~~ Auth No. 79224

Gang B&B #30 Report No. 11 Daily ~~or Week Ending~~ June 21 1949

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forester - Auto	Mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

Correct
Title S. P. Co.

Approved G G Hall
Res. Engr. State Highway Dept.

B&B #30
#11-6-21-49

7-30

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Entrance Location Coos Bay Branch ~~S.M.O. No~~ Audit 79224

Gang B&B #30 Report No. 10 Daily ~~or Week Ending~~ June 20 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

RECEIVED
AUG 18 1949
OREGON STATE HIGHWAY COMMISSION
DEPARTMENT

* Note: Also report locomotive miles.

B&B #30
#10-6-20-49

Correct
Title-S.P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch G.M.O. No. 79224

Gang Divn Engrs Report No. 55 ~~Daily~~ or Week Ending June 30 1949

Daily # 57 → June 29

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Instrument Man	4		(LT Rd @ 315.00)					4	1.514	6.06

Total Labor 4 hrs 6.06

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Rea	Supper	1.25	1						1.25
pullman	Berth	4.03	1						4.03
Other Reports									
P&D #30 Weekly No 5									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Correct ________ Title-S. P. Co.

Approved ________ Res. Engr. State Highway Dept.

Divn Engrs
#57-6-29-49
Weekly No 55-6-30-49

Highway Easement   Coos Bay Branch Audit 79224
B&B #30   5   June 30 49

Carptr. 12 (M Forrester @ $1.32) 12 1.32 15.84

12 hrs 15.84

Expense
Forrester - Auto mi. .06 .80   4.80

Watchman

RECEIVED
AUG 18 1949
[illegible] STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT

B&B #30
Weekly No 5 - 6-30-49

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~G.M.O.~~ No. 79224

Gang B&B #20 Report No. 18 Daily ~~or Week Ending~~ June 30 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expenses									
Forrester - Auto.	Mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Watchman
						B
						C
						D
						E
						F

IVE
AUG 13 1949
WAY COMMISS
PARTMENT

* Note: Also report locomotive miles.

B&B #20
#18-6-30-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Proj ct Highway Easement Location Coos Bay Branch Auth C.M.O. No. 79224

Gang B&B # 30 Report No. 17 Daily ~~or Week Ending~~ June 29 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forester - Auto	mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

COMMISSION

* Note: Also report locomotive miles.

B&B # 30
#17-6-[illegible]-49

Correct [illegible] Title S. P. Co.

Approved [illegible] Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch ~~[illegible]~~ Aut No. 79824

Gang B&B #30 Report No. 16 Daily ~~or Week Ending~~ June 28 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester - Auto	Mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Watchman
						B
						C
						D
						E
						F

RECEIVED
AUG 1 1949
HIGHWAY COMMISSION

* Note: Also report locomotive miles.

B&B #30
#16 6-28-49

Correct

Title S. P. Co.

Approved G. G. Hall
Res. Engr. State Highway Dept.

7-30

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch Audit No. 79224

Gang B&B #30 Report No. 15 Daily ~~or Week Ending~~ June 27 1949

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	Mi.	.06	20						1.20

Total Material

AUG 16 1949

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#15 - 6-27-49

Correct ______ Title S. P. Co.

Approved ______ Res. Engr. State Highway Dept.

7-38 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M. ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.O.~~ Audit No. 79224

Gang Divn Engrs Report No. 56 ~~Daily or~~ Week Ending July 2 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Other Reports									
B413 #30 weekly No 6									

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engrs
Weekly No 56 - 7-2-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Pro ct Highway Easement Location Coos Bay Branch ~~G.M.O. No.~~ Audit 79224

Gang B&B #30 Report No. #6 ~~Daily~~ Week Ending July 2 1949

Daily # 19 → July 1

Sub-Division of Work Class of Labor	A	B	C	D	E	F	A		Hours	Rate	Amount
Carptr	3		(M. Forrester @ 1.32)						3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Forrester - Auto	Mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Watchman
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

B&B #30

Dly 19 - 7-1-49

Weekly #6 - 7-2-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M TERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O.~~ Audit No. 79224

Gang Divn Engrs Report No. 59 Week Ending July 9 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
other Reports									
E&B #30 Weekly No 7									
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engrs

Weekly No 59-7-9-49

Correct ____________ Title S. P. Co.

Approved ____________ Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Hwy Easement Location Coos Bay Branch G. ~~M.O. No.~~ Audit 79224

Gang B&B #30 Report No. 7 ~~Daily or~~ Week Ending July 9 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	15		(M Forrester @ 1.32)						15	1.32	19.80

Total Labor 15 hrs 19.80

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Forrester - Auto	mi.	.07	100						7.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
Weekly No 7 - 7-9-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR , D M. TERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O.~~ Audit No. 74224

Gang BSB #30 Report No. 24 Daily ~~or Week Ending~~ July 9 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Porrecto - Auto	mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

BSB #30
24-7-9-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKI REPORT OF LABOR A D M ERIAL USED

Project Highway Easement Location Coos Bay Branch Auth # ~~M.O.~~ No. 79284

Gang B&B #30 Report No. 23 Daily ~~or Week Ending~~ July 8 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									3	1.32	3.96
Carptr	3										

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									140
Forreater - Auto	Mi.	.07	20						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30

#23 - 7-8-49

Correct Title-S. P. Co.

Approved Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch Acct ~~S.H.D.~~ No. 79224

Gang B&B #30 Report No. 22 Daily ~~or Week Ending~~ July 7 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	mi	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B 30
#22-7-7-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKI REPORT OF LABOR A D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O. No.~~ Audit 79224

Gang B&B # 30 Report No. 21 Daily or ~~Week Ending~~ July 6 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	MI.	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#21 - 7-6-49

Correct

T1416-S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKI REPORT OF LABOR D MA ERIAL USED

Project Highway Easement Location Coos Bay Branch Auth G.M.O. No. 79224

Gang B&B #36 Report No. 20 Daily ~~or Week Ending~~ July 5 1949

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #20

#20 - 7-5-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch, Auth ~~[illegible]~~ No 79224

Gang Divn Engrs Report No. 58 ~~Daily or~~ Week Ending July 16 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Other Reports									
B&B #30 Weekly No 8									

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles:

Divn Engrs
Weekly No 58 - 7-16-49

Correct L. J. Rea [illegible]
Title-S. P. Co.

Approved [illegible]
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~G.W.~~O. No. 79224

Gang B&B #30 Report No. 8 ~~Daily~~ or Week Ending July 16 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	15		(W. Forrester @ 1.32)						15	1.32	19.82

Total Labor 15 hrs 19.82

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expenses									
Forrester-Auto	mi	.07	100						7.00

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
Weekly No 8 - 7-16-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.O.~~ No. 79224

Gang B&B #30 Report No. 29 Daily ~~or Week Ending~~ July 15 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forester - Auto	Mi.	07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#29 7-15-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch G.H.O. No. 79221

Gang B&B #30 Report No. 28 Daily or ~~Week Ending~~ July 14 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester - Auto	mi	07	20						1.40

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30

#28 - 7-14-49

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch No. 79224

Gang B&B #30 Report No. 27 Daily or ~~Week Ending~~ July 13 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#27 - 7-13-49

Correct
Title S. P. Co.

Approved Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR 'EEK REPORT OF LABOR 'D M ERIAL USED

Project Highway Encroachment Location Coos Bay Br No. 79224

Gang B&B #30 Report No. 26 Daily or ~~Week Ending~~ July 12 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3										
									3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi.	.07	20						
									1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
R 26 7-12-49

Correct Loy Cotter ~~[illegible]~~
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch Acct. No. 79224

Gang B&B # 30 Report No. 25 Daily ~~or Week Ending~~ July 11 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	396

Total Labor 3 hrs 3 96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forester - Auto	Mi.	07	20						1 40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30

#25 - 7-11-49

Correct [illegible]

Title S. P. Co.

Approved [illegible]

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~G.M.O.~~ No. 79224

Gang Divn Engrs Report No. 59 ~~Daily or~~ Week Ending July 23 1949

Daily #58 → July 21

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	4		(2 - Rea = $1500)						4	1.575	6.30

Total Labor 4495 6.30

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Rea									
	lunch	.95	1						
	supper	.95	1						95
Bus	fare	.10	2						95
Pullman	berth	4.03	1						20
									403
Other Reports									
~~[illegible]~~ 30 weekly No 9									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive miles.

Divn Engrs
#58 - 7-21-49
Weekly No 59 - 7-23-49

Correct Instrumentman
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

Highway Easement Coos Bay Branch Audit 99224

B&B #30 9 — July 23 49

Carptr. 15 (M Forrester @ 1.32) 15 1.32 19.82

15 hrs 19.82

Expenses

Forrester - Auto mi. .06 1.20 1.20

Watchman

B&B #30

Weekly No 9- 7-23-49

Highway Easement   Coos Bay Branch — 79224
B&B #30   34   — July 22 49

Carptr.	3	$ 1.32	396
		3 hrs	3.96

Expenses

Forester-Auto	mi. .06	20	1.20

Watchman

H. C. Gale

B&B #30
#34 - 7-22-49

7-38 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.H.O. No.~~ 79224

Gang B&B #30 Report No. 33 Daily ~~or Week Ending~~ July 21 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carp't.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expenses									
Forrester - Auto	mi.	06	40						2.40

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Watchman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

B&B #3
# 33- 7-21-49

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR 'EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay ~~Branch line~~ No. 79224

Gang B&B #30 Report No. 32 Daily ~~or Week Ending~~ July 20 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expenses									
Forrester - Auto	mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Watchman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

B&B # 30
2[illegible] [illegible]20-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay [illegible] 7922+

Gang B&B #30 Report No. 31 Daily ~~or Week Ending~~ July 19 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	396
								Total Labor	3 hrs		3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester – Auto	mi	06	20						1.20
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A watchman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

B&B #30
#31-7-19-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR 'EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.O.~~ No. 79224

Gang B&B # 30 Report No. 30 Daily ~~or Week Ending~~ July 18 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	3.96

Total Labor 3 hr 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B # 30
30 - 7-18-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7 38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch Audit G.M.O. No. 79224

Gang Divn Engrs. Report No. 61 ~~Daily or~~ Week Ending July 31 1949

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
									Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Nothing to Report									
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engrs

Weekly No 61 - 7-31-49

Correct Tyrie
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

Highway Easement Coos Bay Branch — 79224
Divn Engrs

60 July 30 49
Daily #59 → July 28

Instrumentman 8 (L.E. Rea @ $315.00) 8 1.575 12.60

8 hrs 12.60

Expense
Rea

	Bkfst	85	1	85
	lunch	95	1	95
	Supper	1 10	1	1 10
	room	2 00	1	2 00

Other Reports
B&B #30 weekly No 10

Inspection

C. C. Hall

Divn Engrs
#59- 7-28-49
Weekly No 10 - 7-30-49

7 38

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

L-7702

Project Highway Easement Location Coos Bay Branch G.O. No. Audit. 79224

Gang B&B #30 Report No. 10 ~~Daily or~~ Week Ending July 30 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	15		M. Forrester @ 1.32						15	1.32	1982

Total Labor 15 hrs 19.82

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Forrester's Auto	mi.	.06	100						
									600

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Watchman

C

D

E

F

* Note: Also report locomotive miles.

B&B #30
Weekly No 10 - 7-30-49

Correct [illegible] S. P. Co.

Approved [illegible] Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch G.M.O. No. 79224

Gang B&B #30 Report No. 39 Daily ~~or Week Ending~~ July 29 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Foreman – Auto	Mi	06	20						1.20

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30

#39-7-29-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR 'EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~Contract~~ No. 79224

Gang B&B #30 Report No. 28 Daily ~~or Week Ending~~ July 28 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	396

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester Auto	mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Watchman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

B&B # 30
#38-7-28-49

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch M.O. No. 79224

Gang B&B #30 Report No. 37 Daily ~~or Week Ending~~ July 27 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Carpenter - Auto	Mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#37 7-27-49

Correct

Title-S.P. Co.

Approved

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch No. 29224

Gang B&B # 30 Report No. 36 Daily ~~Week Ending~~ July 26 1949

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	132	396

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forester - Auto	m	06	20						120

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

Correct ______ Title-S. P. Co.

Approved C C Hall

Res. Engr. State Highway Dept.

B&B #30

30- 7-26-49

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M TERIAL USED

Project Highway Easement Location Coos Bay Branch G.M.O. No. 79224

Gang B&B #30 Report No. 35 Daily or Week Ending July 25 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	132	3.96

Total Labor 3 hr 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Personal - Auto	mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

*Note: Also report locomotive miles.

B&B #30
#35 - 7-25-49

Correct Title S. P. Co.

Approved Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR ID M TERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O. No.~~ Audit 79224

Gang Divn Engrs Report No. 62 ~~Daily or~~ Week Ending Aug 6 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	12		(LFRa @ $350.00)						12	1.45833	17.50

Total Labor 12 hrs 17.50

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Rea	BKfst		1						.85
	lunch		2						1.75
	supper		1						1.25
pullman	berth		1						4.03
Other Reports									
B&B #30 Weekly No 11									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs
Weekly No 62 - 8-6-49

Correct ________ Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

DAILY OR 'EEK' REPORT OF LABOR ID N TERIAL USED

L-7702

Project Highway Easement Location Coos Bay Branch ~~C.W.O.~~ No. 79224

Gang Divn Engrs Report No. 61 Daily or ~~Week Ending~~ Aug 5 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	8								8	1.4583	11.67

Total Labor 8 hrs 11.67

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea	Bkfst	85	1						
	lunch	90	1						85
	supper	125	1						90
pulman	Berth	403	1						125
									403

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs
#61-8-5-49

Correct Title S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR ID M TERIAL USED

Project Highway Easement Location Coos Bay Branch ~~S.W.O.~~ No. 79220

Gang Divn Engrs Report No. 60 Daily ~~or Week Ending~~ Aug 3 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	4								4	1.4582	6.83

Total Labor 4 hrs 6.83

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea	lunch	.85	1						.85

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Make reports

B

C

D

E

F

* Note: Also report locomotive miles.

Divn Engrs

#60 - 8-3-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M TERIAL USED

Project Highway Easement Location Coos Bay Branch ~~A.F.E.~~ Auth No. 79221

Gang B&B #30 Report No. 11 ~~Daily~~ or Week Ending Aug 6, 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carp'r	15		(1 Forrester @ 1.32)						15	1.32	19.80

Total Labor 15 hrs 19.80

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester-Auto	mi.	.07	100						7.00

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30
Weekly No 11 - 8-6-49

Correct [illegible] Superintendent
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location [illegible] ~~G.M.O.~~ No. [illegible]

Gang B&B #30 Report No. 44 Daily or ~~Week Ending~~ Aug 5 1947

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Sub-Division of Work											
Carptr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Forrester-Auto	mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30

#44-8-5-47

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project *Highway Easement* Location *Coos Bay Br* Audit ~~G.M.O.~~ No. *79224*

Gang *B&B #30* Report No. *43* Daily ~~or Week Ending~~ *Aug 4* 19*49*

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
[illegible]	3								3	1.32	3.96

Total Labor *3 Hrs* *3.96*

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	*Mi*	*.07*	*20*						*1.40*

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A *Watchman*
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#43- 8-4-49

Correct
Title S. P. Co.

Approved *C C Hall*
Res. Engr. State Highway Dept.

738 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.W.O.~~ Audit No. 79224

Gang B&B #30 Report No. 42 Daily ~~or Week Ending~~ Aug 3 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	3								3	1.32	396

Total Labor 3 hrs 396

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	Mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#42 - 8-3-49

Correct Supervisor
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D N ERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~Bill. S.~~ No. 79224

Gang B&B #30 Report No. 41 Daily ~~or Week Ending~~ Aug 2 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	Mi.	07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30

#41- 8-2-49

Correct

Title S. P. Co.

Approved C C Hall

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR ID M TERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~G.M.O.~~ No. 79224

Gang B&B #30 Report No. 40 Daily ~~or Week Ending~~ Aug 1 1949

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Carpntr.	3							3	1 32	3 96
							Total Labor	3 hrs		3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester - Auto	Mi.	07	20						1.40
								Total Material	

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30

#40 - 8-1-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

1

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~C.A.C.~~ No. 79224

Gang Divn Engrs Report No. 63 ~~Daily or~~ Week Ending Aug 13 1947

Daily #62 → Aug 10

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	4								4	1.4583	5.83

Total Labor 4 hrs 5.83

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Rec	Supper	1.25	1						1.25
pullman	Berth	4.03	1						4.03
Other Reports									
B&B #30 weekly No 12.									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs
#62 - 8-10-47
Weekly No 63 - 8-13-47

Correct ____ Title S. P. Co.

Approved ____ Res. Engr. State Highway Dept.

730

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project *Highway Easement* Location *Coos Bay Branch* *Audit* ~~G.C.O.~~ No. *79224*

Gang *B&B #30* Report No. *12* ~~Daily or W~~eek Ending *Aug 13* 19*49*

Sub-Division of Work											
Class of Labor	A	B	~~C~~	D	E	F	#		Hours	Rate	Amount
Carptr	*15*		*M Forrester @ 1.32*						*15*	*1.32*	*19.80*

Total Labor *15 hrs* *19.80*

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	*mi.*	*.07*	*100*						*7.00*

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A *Watchman*
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
Weekly No 12 - 8-13-49

Correct ______ Title-S. P. Co.

Approved *C C Hall* Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~G.M.O. No.~~ 79824

Gang B&B #30 Report No. 49 Daily ~~or Week Ending~~ Aug 12 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	3								3	1.32	3.96
								Total Labor	3 hrs		3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	M.	07	20						1.40
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B 30
#49- 8-12-49

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O.~~ Audit No. 79224

Gang B&B #30 Report No. 48 Daily or ~~Week Ending~~ Aug 11 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpt.	3								3	132	3.96
								Total Labor	3 hrs		3.96

Class of Material	Unit	Price	A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi.	07	20						1.40
								Total Material	

Equipment	A	B	C	D	E

Equipment Hours *

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#48 - 8-11-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location [illegible] Audit G.M.O. No. [illegible]

Gang B&B #30 Report No. 47 Daily or ~~Week Ending~~ Aug 10 19 49

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forester-Auto	mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Watchman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

B&B # 30
#47- 8-10-49

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Crossing Location Coos Bay Br Acct G.M.O. No. 79229

Gang B&B #30 Report No. 46 Daily or ~~Week Ending~~ Aug 9 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forester - Auto	mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30
#46 - 8-9-49

Correct
Title-S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR /EEK REPORT OF LABOR ID M TERIAL USED

Project Highway Engineer Location Coos Bay Br. Auth ~~G.M.O.~~ No. 79224

Gang B&B #30 Report No. 45 Daily ~~or Week Ending~~ Aug 8 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forster - Auto	Mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#45 - 8-8-49

Correct L. Forster
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~Auth.~~ Audit No. 79224

Gang Div'n Engrs. Report No. 64 ~~Daily~~ or Week Ending Aug 20 1949

Daily #63 → Aug 18

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Inspector	4		(LF Rea @ $315.00)					4	1.4583	5.83

Total Labor 4 hrs 5.83

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea	Supper	1.25	1						1.25
pullman	Berth	4.03	1						4.03
Other Reports									
D&B #30 Weekly No 13									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

Correct Title-S. P. Co.

Approved Res. Engr. State Highway Dept.

Div'n Engrs

#63 - 8-18-49

Weekly No 64 - 8- 20-49

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR .D M ERIAL USED

Project [illegible] Location [illegible] Branch ~~C.M.O.~~ Auth No. 79224

Gang B&B #30 Report No. 13 ~~Daily or~~ Week Ending Aug 28 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	18		(M Forrester @ 1.32)						18	1.32	23.76

Total Labor 18 hrs 23.76

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi.	.07	20						1.40
-	-	.06	120						7.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30

Weekly No 13-8-20-49

Correct Title S. P. Co.

Approved Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

L-7702

Project Highway Fremont Location [illegible] Fremont Audit G.M.O. No. 77774

Gang B&B #30 Report No. 55 Daily ~~or Week Ending~~ Aug 20 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	3								3	1.32	3.96
Total Labor									3 hrs		3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forester - Auto	mi	.06	20						
									1.20
Total Material									

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30

#55-8-20-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

L-7702

Project Highway Expense Location Coos Bay Branch G.M.O. No. 79224

Gang B&B #30 Report No. 54 Daily ~~or Week Ending~~ Aug 19 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	3.96

Total Labor 3 Hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forester-Auto	Mi.	06	20						1.20

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30

#54- 8-1949

Correct

Title-S. P. Co.

Approved C. C. Gale

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Br ~~C.S.O.~~ Audit No. 79224

Gang B&B #30 Suppl Report No. 54 Daily ~~or Week Ending~~ Aug. 19 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	A	B	C	D	E	F	Amount
To Correct Charges									
As Charged									
Forrester - Auto	Mi.	.06	20						1.20
Should be									
Auto	Mi.	06	24						1.44
		Please charge Difference							.24

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
Suppl. #54 - 8-19-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7 38 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR /EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Crossing Location Coos Bay [illegible] ~~G.M.O. No.~~ 79224

Gang B&B #30 Report No. 53 Daily ~~or Week Ending~~ Aug 18 19 49

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	132	396

Total Labor 3 hr 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi.	06	40						2.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct [illegible]
Title-S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

B&B #30
#53 - 8-18-49

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Br Audit ~~G.M.O.~~ No. 79229

Gang B&B #30 Suppl Report No. 53 Daily ~~or Week Ending~~ Aug. 18 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
To correct Charges									
As Charged									
Forrester - Auto	mi.	06	40						240
Should be									
Auto	mi.	06	44						264
			please Charge			Difference			.24
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

B&B #30
Suppl #53 - 8-18-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project *Highway Easement* Location *Coos Bay Br* *Auth* G.M.O. No. *79-0*

Gang *B&B #30* Report No. *52* Daily ~~or Week Ending~~ *Aug 17* 19*49*

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	*3*								*3*	*1.32*	*3.96*

Total Labor *3 hrs* *3.96*

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	*mi*	*.06*	*20*						*1.20*

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	*Watchman*
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30

#52 - 8-17-49

Correct ______ Title-S. P. Co.

Approved *C C Gale*

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.M.O. No.~~ Audit 79229

Gang B&B #30 Suppl ~~Report~~ No. 52 Daily ~~or Week Ending~~ Aug 17 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
To correct	charges								
As Charged									
Forrester-Auto	mi.	.06	20						1.20
Should be									
Auto	mi.	.06	24						1.44
			please	charge	Difference				.24

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

B&B #30

suppl. #52-8-17-49

Correct

Title S. P. Co.

Approved C C Hall

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Branch G.M.O. No. 77224

Gang B&B # 30 Report No. 51 Daily ~~or Week Ending~~ Aug 16 19 44

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	Mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B # 30
51 - 8-16-44

Correct
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKL REPORT OF LABOR D M ERIAL USED

Project *Highway Easement* Location *Coos Bay Br* ~~G.M.O.~~ *Audit* No. *79224*

Gang *B&B #30* *Suppl.* Report No. *57* Daily or ~~Week Ending~~ *Aug 16* 19*49*

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
To Correct Charges									
as Charged									
Forrester - Auto	mi.	06	20						1.20
Should be									
Auto	mi	.07	16						112
"	"	.06	8						48
			please charge Differen.						.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30
Suppl. #51 - 8-16-49

Correct
Title. S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR /EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.M.O.~~ No. 79224

Gang B&B# 30 Report No. 50 Daily ~~or Week Ending~~ Aug 15 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.32	396

Total Labor 3 hr 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester - Auto	mi	07	20						1.40

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

Highway Easement
B&B# 30
#50-8-15-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

L-7702

7-38

SOUTHERN PACIFIC COMPANY

DAILY OR EEKL REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.W.O.~~ Audit No. 79224

Gang B&B #30 Suppl. Report No. 50 Daily ~~or Week Ending~~ Aug 15 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
To correct	Charges		of	Mileage					
As charged									1.40
Forrester Auto	Mi.	07	20						
Should be									168
Auto	Mi.	07	24						
				Please Chg Difference					28

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30

Suppl. #5 - 8-15-49

Correct Title-S. P. Co.

Approved Res. Engr. State Highway Dept.

7 38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~G.W.O.~~ No. 79224

Gang Divn. Engrs Report No. 65 ~~Daily or~~ Week Ending Aug 27 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	8		(L F Rea @ $315.00)						8	1.4583	11.67

Total Labor 8 hrs 11.67

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expenses									
Rea	Lunch		1						85
	Supper		1						1 25
pulman	Berth		1						2 03
Other Reports									
B&B #30 Weekly No 4									

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs
Weekly No 65 - 8-27-49

Correct
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-36

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~G.M.O.~~ No. 79224

Gang Divn Engrs Report ~~No.~~ Suppl #65 Daily ~~or Week Ending~~ Aug 25 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
To correct Charges of personal Expense									
Rea Bus	fare	.10	2						20
					Please charge				

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Divn Engrs

Suppl # 65- 8-25-49

Correct

Title-S. P. Co.

Approved C C Hale

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project *Highway Easement* Location *Coos Bay Branch* ~~G.M.O.~~ No. *79224*

Gang *Divn Engrs* Report No. *65* Daily ~~or Week Ending~~ *Aug 25* 19*49*

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	*4*								*4*	*1.4583*	*5.84*

Total Labor *4 hrs* *5.84*

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Rea	*supper*	*1.25*	*1*						*1.25*
pulman	*berth*	*4.03*	*1*						*4.03*

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A *Inspection*
B
C
D
E
F

* Note: Also report locomotive miles.

Correct *[illegible] Instrumentman*
Title-S. P. Co.

Approved *C C Hall*
Res. Engr. State Highway Dept.

Divn Engrs
#65- 8-25-49

730 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.A.O.~~ Audit No. 7924

Gang Divn. Engrs Report No. 64 Daily ~~or Week Ending~~ Aug 24 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	4								4	1.4583	5.83

Total Labor 4 hrs 5.83

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea -	lunch	.85	1						.85

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A make reports

B

C

D

E

F

* Note: Also report locomotive miles.

Divn Engrs
#64 - 8-24-49

Correct L. J. Rea Instrumentman
Title-S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

7-38 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Branch G.M.O. No. [illegible]

Gang B&B# 30 Report No. 14 ~~Daily or~~ Week Ending Aug 27 , 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
[illegible]	23			[illegible]				1/22	23	1.32	30 36
" OT	1								1	1.98	1 98

Total Labor 24 hrs 32 34

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi	.06	140						8.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B# 30

Weekly No 14 - 8-27-49

Correct [illegible]
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.M.O.~~ Audit No. 79224

Gang B&B #30 Report No. 61 Daily ~~or Week Ending~~ Aug. 27, 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	8								8	1.32	1056
✓ OT	1								1	1.98	198

Total Labor 9 hrs 1254

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester - Auto	mi.	.06	40						240

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30
HW- 8-27-49

Correct [illegible]
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~Order~~ Audit No. 79224

Gang B&B #30 Report No. 60 Daily ~~or Week Ending~~ Aug 26 49

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Carptr	3							3	1 32	3.96

Total Labor 26x3 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30
#60 - 8-26-49

Correct
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKL REPORT OF LABOR D MA ERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.M.O.~~ Audit No. 79224

Gang B&B #30 Suppl Report No. 59 Daily ~~or Week Ending~~ Aug 25 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
To correct	mileage charge								
As Charged									
Forrester-Auto	Mi.	.06	20						1.20
should be									
Auto	Mi.	.06	40						2.40
		please Charge Difference							1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

B&B #30
Suppl #59 - 8-25-49

Correct [illegible]
Title-S. P. Co.

Approved C. C. [illegible]
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Br. No. 79224

Gang B&B #30 Report No. 59 Daily ~~or Week Ending~~ Aug 25, 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1 32	3 96
								Total Labor	3 hrs		3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi.	.06	20						1.20
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

Correct
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

B&B #30
#59 - 8-25-49

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~Order~~ No. 77224

Gang B&B #30 Report No. 58 Daily ~~or Week Ending~~ Aug 24 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	396

Total Labor 3 hrs 396

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30

#58 - 8-24-49

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

7 30

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Pro ect Highway Easement Location Coos Bay Br ~~G.M.O.~~ No. 79224

Gang B&B #30 Report No. 57 Daily or ~~Week Ending~~ Aug 23 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester - Auto	Mi	.06	20						1.20

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30
#57-8-23-49

Correct ______ Title-S. P. Co.

Approved C E Hall

Res. Engr. State Highway Dept.

7-30

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway [illegible] Location Coos Bay Branch ~~G.M.O.~~ ~~No.~~ Audit [illegible]

Gang F&P #[illegible] Report No. 56 Daily ~~or Week Ending~~ Aug 22 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	132	396

Total Labor 3 hrs 396

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi	06	20						120

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#56- 8-22-49

Correct [illegible]
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

738

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

L-7702

Project Highway Easement Location Coos Bay Branch ~~G.M.O.~~ Auth No. 79224

Gang Divn. Engrs Report No. 66 ~~Daily or~~ Week Ending Aug 31 19 19

Daily #66 — Aug 31

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrument man	1		(2	Rec	6	131.5-6)			4	1.458	5.83

Total Labor 4 hrs 5.83

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Rec	lunch	.85	1						
									.85
Other Reports:									
B&B #30 weekly No 15									

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engrs
#66 - 8-31-19
Weekly No 66 - 8-31-19

Correct ______ Title-S. P. Co.

Approved C C Dell
Res. Engr. State Highway Dept.

7 38 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway [illegible] Location [illegible] ~~G.M.O. No.~~ Aut. 79224

Gang B&B #30 Report No. 15 ~~Daily or~~ Week Ending Aug 31 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpenter	9		(W Forrester @ 132)						9	132	11.88

Total Labor 9 hrs 11.88

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expenses									
Forrester - Auto	mi.	.06	60						3.60

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Watchman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

B&B #30

Weekly No 15 - 8-31-49

Correct

Title-S. P. Co.

Approved C C Gall

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O.~~ Audit No. 79221

Gang B&B #30 Report No. 64 Daily ~~or Week Ending~~ Aug 31 19 49

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	3								3	1.32	3.96

Total Labor 3 hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#64 - 8-31-49

Correct
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.M.O. No.~~ Amdt 79224

Gang B&B #30 Report No. 63 Daily ~~or Week Ending~~ Aug 30, 1947

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	3								3	132	396

Total Labor 3 hrs 396

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester-Auto	Mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#63- 8-30-47

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.M.O.~~ No. 79224

Gang B&B #30 Report No. 62 Daily ~~or Week Ending~~ Aug 29 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	3								3	1.32	3.96

Total Labor 3hrs 3.96

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	Mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#62-8-29-49

Correct ____________ Title-S. P. Co.

Approved ____________ Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR /EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.O.~~ Audit No. 7922A

Gang Divn Engrs Report No. 67 ~~Daily or~~ Week Ending Sept 3 1949

Daily #67 ——> Sept 1

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	4		(2 Extra @ $315.00)						4	1.875	7.50

Total Labor 4 hrs 7.50

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea	Supper	125	1						1.25
pulman	Berth	403	1						4.03
Other Reports									
B&B #30 Weekly No 16									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs
#67-9-1-49
Weekly No 67-9-3-49

Correct ______ Title-S. P. Co.

Approved ______ Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR VEEK REPORT OF LABOR ID M TERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.M.O. No.~~ Acct 79224

Gang B&B #30 Report No. 16 ~~Daily or~~ Week Ending Sept 3 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	6		(1 Forrester @ 1.57)						6	1.57	9.42

Total Labor 6 hrs 9.42

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Forrester - Auto	mi	.07	40						2.80

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
Weekly No 16 - 9-3-49

Correct Title-S. P. Co.

Approved Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O.~~ Aud't No. 79224

Gang B&B #30 Report No. 66 Daily ~~or Week Ending~~ Sept 2 1949

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	1.57	4.71

Total Labor 3 hrs 4.71

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	mi.	07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

Correct Title S. P. Co.

Approved Res. Engr. State Highway Dept.

B&B #30
#66-9-2-49

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch Audt No. 7922A

Gang B&B #30 Report No. 65 Daily ~~or Week Ending~~ Sept 1, 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.57	4.71

Total Labor 3 hrs 4.71

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	Mi	07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#65 - 9-1-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7.30

L-7702

SOUTHERN PACIFIC COMPANY
DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project *Highway Easement* Location *Coos Bay Branch* ~~Auth.~~ *Audit* No. *79224*

Gang *Divn. Engrs.* Report No. *68* ~~Daily or~~ Week Ending *Sept 10* 19*49*

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Other Reports									
B&B #30 Weekly No 17									

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engrs
Weekly No 68-9-10-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEK REPORT OF LABOR ND M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O. No.~~ Acct 77224

Gang B&B #30 Report No. 17 ~~Daily~~ or Week Ending Sept 10 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F	#		Hours	Rate	Amount
Carpt'r.	12		(M. Forrester @ 1.57)						12	1.57	18.84

Total Labor 12 hrs 18.84

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expenses									
Forrester - Auto	mi.	.07	80						5.60

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

	Description of Work
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B 30.
weekly No 17- 9-10-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR VEEK REPORT OF LABOR ND M ERIAL USED

Project *Highway Easement* Location *Coos Bay Branch* A.M.O. No. *79224*

Gang *B&B #30* Report No. *70* Daily ~~or Week Ending~~ *Sept 9* 19*49*

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	157	4.71

Total Labor *3 hrs* *4.71*

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	Mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A *Watchman*
B
C
D
E
F

* Note: Also report locomotive miles.

B&B # 30
#70-9-9-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch No. 79224

Gang B&B #30 Report No. 69 Daily ~~or Week Ending~~ Sept 8 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	157	4.71

Total Labor 3 hrs 4.71

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester-Auto	mi	.07	20						

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30
#69- 9-8-49

Correct
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEK REPORT OF LABOR ND M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.O.~~ Audit No. 79224

Gang B&B #30 Report No. 68 Daily ~~or Week Ending~~ Sept 7 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	3								3	1.57	4.71
								Total Labor	3 hrs		4.71

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi.	07	20						1.40
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30
#68-9-7-49

Correct L. [illegible] Title-S. P. Co.

Approved [illegible] Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEK REPORT OF LABOR ND M ERIAL USED

Project Highway Easement Location Coos Bay Branch Audit ~~C.R.O.~~ No. 79224

Gang B&B #30 Report No. 67 Daily ~~or Week Ending~~ Sept 6 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	3								3	1.57	4.71

Total Labor 3 hrs 4.71

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester – Auto	mi	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#67- 9-6-49

Correct L. Porter
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR VEEK REPORT OF LABOR ND M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O.~~ No. 79229

Gang Divn Engrs Report No. 69 ~~Daily or~~ Week Ending Sept. 17 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	12		(i.e. Rate @ 315.00)						12	1875	22.50

Total Labor 12 hrs 22 50

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Rees	Bkfst	85	1						.85
	lunch		2						1.75
	~~[illegible]~~								
Bus	fare		2						1.20
pullman	Berth		1						4.03
Other Reports									
B&B-30 Weekly No			18						

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Divn Engrs

Weekly No 69-9-17-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

DAILY OR VEEK REPORT OF LABOR ND M ERIAL USED

L-7702

Project Highway Easement Location Coos Branch ~~G.M.O.~~ Audit No. 7922

Gang Divn Engrs Report No. 69 Daily ~~or Week Ending~~ Sept 15 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	4								4	1875	7.50

Total Labor 4 hrs 7.50

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea									
	Bkfst	85	1						85
	Lunch	90	1						90
Bus	Fare	10	2						20

Total Material

Equipment *	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive miles.

Divn Engrs

#69 9-15-49

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-38 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEK REPORT OF LABOR ND M ERIAL USED

Project Highway Easement Location Coos Bay Br ~~C.H.O.~~ Acct No. 79224

Gang Divn Engrs Report No. 68 Daily ~~or Week Ending~~ Sept 14 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	8								8	1.875	15.00

Total Labor 8 hrs 15.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea	lunch	85	1						85
pulman	Berth	403	1						403

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Correct Title S. P. Co.

Approved Res. Engr. State Highway Dept.

Divn Engrs
#68-9-14-49

7-38

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

L-7702

Project Highway Easement Location Coos Bay Br ~~W.O.~~ Auth No. 7922a

Gang B&B #20 Report No. 18 ~~Daily~~ or Week Ending Sept 17 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	15	(M Forrester @ 1.57)							15	157	23.55

Total Labor 15 hrs 23.55

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Ferrester - Auto	mi.	.07	140						
									9.80

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B # 30

Weekly No 18 - 9-17-49

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR ND M TERIAL USED

Project Highway Easement Location Coos Bay Br ~~Auth~~ G.M.O. No. 79224

Gang B&B #30 Report No. 75 Daily ~~or Week Ending~~ Sept 16 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	3										
									3	157	471

Total Labor 3 471

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	Mi.	.07	24						
									1.68

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30

#75-976-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

750

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OF VEEK REPORT OF LABOR ND M ERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.M.O. No.~~ Auditor 99224

Gang B&B #30 Report No. 74 Daily ~~or Week Ending~~ Sept 15 1949

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	157	471

Total Labor 3 471

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester - Auto	mi.	07	44						3.08

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Watchman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

B&B #30

#74 - 9-15-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.A.No.~~ Audit No. 79224

Gang B&B #30 Report No. 73 Daily or ~~Week Ending~~ Sept 14 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	3								3	157	471

Total Labor 3 4.71

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forester-Auto	mi.	07	24						168

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30
#73-9-14-49

Correct [illegible] Title-S. P. Co.

Approved [illegible] Res. Engr. State Highway Dept.

7-30

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Br. Audit ~~A.F.E.~~ No. 79224

Gang B&B # 30 Report No. 72 Daily or ~~Week Ending~~ Sept 13 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpt.	3								3	1.57	4.71

Total Labor 3 hrs 4.71

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi.	.07	24						1.68

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B # 30

72-9-13-49

Correct Sylvester [illegible]

Title-S. P. Co.

Approved C. C. Gale

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Br Audit ~~G.M.O.~~ No. 79224

Gang B&B #30 Report No. 71 Daily ~~or Week Ending~~ Sept 12 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	3								3	157	4.71
									Total Labor	3 hrs	4.71

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Forrester - Auto	Mi.	07	24						1.68
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Watchman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

B&B #30
#71-9-12-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR ND M TERIAL USED

Project Highway Easement Location Coos Bay Br Audit ~~G.M.O. No.~~ 79224

Gang Divn Engrs Report No. 70 ~~Daily or~~ Week Ending Sept 24 1949

Daily # 70 → Sept 22

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	4			LF Rea @ $315.00					4	1875	7.50

Total Labor 4 hrs 7.50

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea	Supper	1.25	1						1.25
Bus	fare	10	2						20
pulman	Berth	4.02	1						4.02
Other Reports									
B&B #30 Weekly	No	19							

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engrs
70-9-22-49
Weekly No 70-9-22-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-30

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR ND M TERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.M.O.~~ Audit No. 79224

Gang B&B #30 Report No. 19 ~~Daily~~ or Week Ending Sept 24 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpenter	32	(M Forrester @ 1.57)							32	1.57	50.24

Total Labor 32 hrs 50.24

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	Mi.	.06	180						10.80

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30
Weekly No 19 - 9-24-49

Correct
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR ND M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O.~~ Audit No. 79224

Gang B&B #30 Report No. 80 Daily ~~or Week Ending~~ Sept. 23 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	4								4	157	6.28

Total Labor 4 hrs 6.28

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	mi.	.06	20						1.20

Total Material

Equipment *	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#80 - 9-23-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Br Audit ~~G.M.O.~~ No. 7922a

Gang B&B # 30 Report No. 79 Daily ~~or Week Ending~~ Sept 22 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carp'tr	4								4	1.57	6.28

Total Labor 4 hrs 6.28

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester-Auto	Mi.	.06	40						2.40

Total Material

Equipment *	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Watchman
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

B&B # 30

#79 - 9-22-49

Correct

Title-S. P. Co.

Approved C. C. Hall

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

L-7702

Project Highway Easement Location Coos Bay Br ~~G.M.O.~~ Audit No. 7922A

Gang B&B #30 Report No. 78 Daily ~~or Week Ending~~ Sept 21 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	8										
									8	1.57	1256

Total Labor 8hrs 1256

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	Mi.	06	40						
									2.40

Total Material

Equipment *	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B#20
#78-9-21-49

Correct
Title-S. P. Co.

Approved C C Hill
Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR VEEK REPORT OF LABOR ND M TERIAL USED

Project *Highway Easement* Location *Coos Bay Branch* ~~G.M.O.~~ *Audit* No. *79224*

Gang *B&B #22* Report No. *77* Daily or ~~Week Ending~~ *Sept 20* 19*49*

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	8								8	157	1256

Total Labor *8 hrs* *12.56*

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester-Auto	Mi.	.06	40						240

Total Material

Equipment *	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A *Watchman*
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

B&B #30

#77 - 9-20-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEK REPORT OF LABOR ND M ERIAL USED

Project Highway Expense Location Coos Bay Br. Audit No. 79224

Gang B&B #30 Report No. 76 Daily or ~~Week Ending~~ Sept. 19 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpt.	8								8	1.57	12.56

Total Labor 8 hrs 12.56

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	Mi.	.06	40						2.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

Correct [illegible] Title-S. P. Co.

Approved C C Hall

Res. Engr. State Highway Dept.

B&B #30

#76 9-19-49

7-30

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR /EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.M.O.~~ Audit No. 79224

Gang Divn Engrs Report No. 71 ~~Daily or~~ Week Ending Sept 30 19 49

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
other Reports									
B&B #30 Weekly No 20									

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Divn Engrs

Weekly No 71 9-30-49

Correct [illegible] Title S. P. Co.

Approved C. C. Hall

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Br Audit G.H.O. No. 79224

Gang B&B #20 Report No. 20 ~~Daily or~~ Week Ending Sept 30 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	20			M Forrester @ $1.57					20	1.57	31.40

Total Labor 20 hrs 31.40

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	Mi	06	100						6.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #20
Weekly No 20-9-30-49

Correct ______ Title-S. P. Co.

Approved ______ Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR /EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.O.~~ Audit No. 79224

Gang B&B# 30 Report No. 85 Daily ~~or Week Ending~~ Sept 30 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	4								4	157	628

Total Labor 4 hrs 628

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	mi	06	20						120

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B#30

#85-9-30-49

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay Branch No. 79024

Gang BEB # 30 Report No. 84 Daily or ~~Week Ending~~ Sept 29 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	4								4	1.57	6.28

Total Labor 4 hrs 6.28

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester Auto	mi	06	20						120

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

Correct Title-S. P. Co.

Approved Res. Engr. State Highway Dept.

BEB # 30
#84 - 9-29-49

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR ND M ERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.M.O.~~ Audit No. 74224

Gang B&B #30 Report No. 83 Daily ~~or Week Ending~~ Sept 28 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	4								4	157	6.28

Total Labor 4 hrs 6.28

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forester Auto	m	.06	20						1.20

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30

#83-9-28-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR /EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.W.O.~~ No. 79224

Gang B&B*30 Report No. 82 Daily or ~~Week Ending~~ Sept 27 19 49

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	4								4	1.57	6.28

Total Labor 4 hrs 6.28

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	mi.	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B&B #30

#82-9-27-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Br ~~G.A.O.~~ Audit No. 79224

Gang B&B #30 Report No. 81 Daily or ~~Week Ending~~ Sept 26 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	4								4	1.57	6.28

Total Labor 4 hrs 6.28

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Barrester-Auto	MI	.06	20						1.20

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30

#81 - 9-26-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-30

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKL REPORT OF LABOR A MA ERIAL USED

Project Highway Easement Location Coos Bay - Cadedo Audit ~~G.M.O. No.~~ 79224

Gang Divn Engrs Report No. 78 ~~Daily~~ or Week Ending Nov 5 1949

Daily # 72 → Nov 4

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	8		(2 FRes	@	315.00)				8	1.875	15.00

Total Labor 8 hrs 15.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Res	Bkfst	90	1						90
	lunch	90	1						90
	Supper	110	1						110
pullman.	Berth	403	1						4 03
No other Reports									

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Divn Engrs
# 72 - 11-4-49
Weekly No 78 - 11-5-49

Correct ______ Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7.38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY · OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay-Coaledo Audit ~~G.M.O.~~ No 79224

Gang Divn Engrs Report No. 79 ~~Daily~~ or Week Ending Nov 12 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Other Reports									
Teleg Dept. Weekly No 5									
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Divn Engrs
Weekly No 79 - 11-12-49

Correct

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-36

22434

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

L-7702

Project Highway Easement Location Coos Bay - Coalado ~~G.M.O.~~ Audit No. 79224

Gang Teleg Dept Report No. 3 ~~Daily or~~ Week Ending Nov 12 1949

Daily 5 → Nov 10 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Dist Lineman	8		(FW	Davis	@ 35	2.83)			8	2.10	16.80

Total Labor 8 hrs 16.80

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Davis	lunch	1.25	1						
private Auto	mi	.07	22						1.25
Material									1.54
Sleeves #9									
" #8	ea		7						
Oak Brackets	"		2						
Pole, BT Cl.7 30'	"		3						
Pole, " Cl.6 30'	"		1						
Cross Arms-6' 6 pin SH.	"		1						
Bolts, nuts 10"	"		2						
Lag screws 5"	"		2						
Wire, copper, line #9	"		2						
	ft.		40						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Clearing trouble account highway
B forces building line and poles
C use to raise wires for crossing
D
E
F

* Note: Also report locomotive miles.

Teleg Dept
#5 - 11-10-48
Weekly No 3 - 11-12-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEKI REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay - Coaledo Audit ~~G.O.~~ No. 79224

Gang Teleg. Dept Suppt Report No. 3 ~~Daily~~ or Week Ending Nov. 12 1949

Suppl. Daily #5 → Nov. 10 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Material Released									
Pole, RWC class 7-20'	ea		1						
Poles ″ ″6-20'	″		1						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

R. K. Q.
FEB 6 - 1950

Description of Work

A. Raise Teleg wires account
B. Highway Department of State
C. building crossing.
D
E
F

* Note: Also report locomotive miles.

Teleg Dept
#5 - 11-10-49
Weekly No 3-11-12-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Easement Location Coos Bay - Coaledo, Ore Audit ~~G.M.O.~~ No. 79224

Gang Divn Engrs Report No. 80 ~~Daily~~ or Week Ending Nov 19 1949

" " 81 " " Nov 26 "

" " 82 " " Nov 30 "

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Nothing to Report									

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs

Weeklies Nos 80, 81 & 82

Nov 19, 26 & 30 - 1949

Correct Instrumentman

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

7-39

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEKLY REPORT OF LABOR A MA RIAL USED

Project Highway Easement Location Coos Bay Br ~~S.~~ Audit O. No. 79224

Gang Div'n Engrs Report No. 83 ~~Daily~~ or Week Ending Dec 3 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Nothing to Report									
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

JAN 1

* Note: Also report locomotive miles.

Div'n Engrs
Weekly No 83 - 12-3-49

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEK REPORT OF LABOR ND M ERIAL USED

Project Highway Easement Location Coos Bay Branch Aud't No. 79224

Gang Div'n Engrs Report No. 84 ~~Daily~~ or Week Ending Dec 10 1949

Daily # 73 → Dec 7

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	8		(L F X Bg @ $315.00)						8	1.875	15.00

Total Labor 8 hrs 15.00

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
Rea	Bkfst	90	1						90
	lunch	90	1						90
	Supper	125	1						125
pulman	Berth	403	1						403
Bus	fare	10	2						20
No other Reports									
Final Report									

Total Material

Equipment	Equipment Hours * A	B	C	D	E

JAN 1

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Div'n Engrs
# 73 - 12-7-49
Weekly No 84 - 12-10-49

Correct [illegible] Instrumentman
Title-S. P. Co.

Approved [illegible]
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~E.W.O.~~ Audit No. 79229

Gang Divn. Engrs Report No. 72 ~~Daily~~ or Week Ending Oct 1 1949

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Nothing to Report									

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs
~~W~~eekly No 72- 10-1-49

Correct
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY
DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.M.O.~~ Audit No. 79224

Gang Divn Engrs Report No. 23 ~~Daily~~ or Week Ending Oct 8 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Total Labor											

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Other Reports									
B&B #30 Weekly No			21						
Total Material									

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Div Engrs
Weekly No 13-10-8-49

Correct Title S. P. Co.

Approved Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Br Audit G.M.O. No. 79224

Gang B&B # 30 Report No. 21 ~~Daily~~ or Week Ending Oct 8 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr.	10		(M. Forrester)						10	1.57	15.70

Total Labor 10 hrs 15.70

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	MI	.07	100						7.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
Weekly No 21 - 10-8-49

Correct [illegible] Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

7-39

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~S.M.O.~~ Audit No. 79224

Gang B&B #30 Report No. 90 Daily ~~or Week Ending~~ Oct 7 1949

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	2								2	157	3.14

Total Labor 2 hrs 3.14

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Watchman
B
C
D
E
F

* Note: Also report locomotive miles.

B&B#30
#90 - 10-7-49

Correct Title-S. P. Co.

Approved C C Gall Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project *Highway Easement* Location *Coos Bay Br* *Audit* No. *79224*

Gang *B&B #30* Report No. *89* Daily ~~or Week Ending~~ *Oct 6* 19*49*

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	*2*								*2*	*1.57*	*3.14*

Total Labor *2 hrs* *3.14*

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forester - Auto	*Mi.*	*07*	*20*						*1.40*

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A *Watchman*
B
C
D
E
F

* Note: Also report locomotive miles.

B&B #30
#89 - 10-6-49

Correct Title S. P. Co.

Approved Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project *Highway Easement* Location *Coos Bay Br* *Audit* No. *77824*

Gang *B&B #30* Report No. *88* Daily ~~or Week Ending~~ *Oct 5* 19*49*

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	*2*								*2*	*1.57*	*3.14*

Total Labor *2 hrs* *3.14*

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Forrester-Auto	*mi.*	*07*	*20*						*1.40*

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A *Watchman*

B

C

D

E

F

* Note: Also report locomotive miles.

B&B 30

#88--10-5-49

Correct [illegible]
Title-S. P. Co.

Approved *C C Hall*
Res. Engr. State Highway Dept.

7 30

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

L-7702

Project Highway Easement Location Coos Bay Branch ~~A.F.E.~~ Audit No. 79824

Gang B&B #30 Report No. 87 Daily ~~or Week Ending~~ Oct 4 1949

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr.	2								2	1.57	3.14

Total Labor 2 hrs 3.14

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	Mi.	.07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #30

#87- 10-4-49

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR ID M ERIAL USED

Project Highway Easement Location Coos Bay Branch Audt ~~Office~~ No. 79229

Gang B & B # 30 Report No. 86 Daily ~~or Week Ending~~ Oct 3 1949

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carpntr	2								2	1.57	3.14

Total Labor 2 Hrs 3.14

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester-Auto	mi.	07	20						1.40

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Watchman
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

B & B # 30
89-10-3-49

Correct
Title-S. P. Co.

Approved C G Gale
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project *Highway Easement* Location *Coos Bay Branch* ~~G.M.O.~~ *Audit* No. *79224*

Gang *Divn Engrs* Report No. *74* ~~Daily~~ or Week Ending *Oct 15* 19*49*

Daily #71 → Oct 12

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Instrumentman	8	(1 P Rd @ 315.00)							8	1.7897	14.32

Total Labor *8 hrs* *14.32*

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Rea	Bkfst	90	1						90
	Lunch	95	1						95
	Supper	125	1						125
pulman	Berth	403	1						403
Other Reports									
B&B #30 Weekly No 22									

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Inspection
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

Divn Engrs
#71 - 10-12-49
Weekly No 74 - 10-15-49

Correct
Title S. P. Co.

Approved *C C Gall*
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Easement Location Coos Bay Branch ~~G.R.O.~~ Audit No. 79224

Gang B&B #30 Report No. 22 ~~Daily~~ or Week Ending Oct 15 1949

Daily #91 → Oct 10

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Carptr	2								2	1.57	3.14
								Total Labor	2 hrs		3.14

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Forrester - Auto	mi	.07	20						1.40
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Watchman

B

C

D

E

F

* Note: Also report locomotive miles.

B&B #3

#91- 10-10-49

Weekly No 22 - 10-15-49

Correct ______________ Title S. P. Co.

Approved ______________ Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEKL REPORT OF LABOR D MA ERIAL USED

Project Highway Easement Location Coos Bay-Coalcoto ~~G.H.O.~~ Audit No. 79224

Gang Divn Engrs Report No. 75 ~~Daily~~ or Week Ending Oct 22 1949
" 76 " " Oct 29
" 77 " " Oct 31 194

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Nothing to Report									

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

R. E. C.
DEC 15 1949

* Note: Also report locomotive miles.

Divn Engrs
Weeklies No 75-76-77
Oct 22, 29 [illegible] -49

Correct
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

9-3411 Bend Division Office Building

#2059 1943

RECEIVED
AUG 16 1949
FOR FILING

9-3411

3059

August 16, 1949

The Aetna Casualty and Surety Co.
Portland Service Department
308 Yeon Bldg.
Portland 4, Oregon

Attention: Mr. H. P. Atterbury

Dear Mr. Atterbury:

We wrote you on July 15 that we anticipated contract No. 3059 with Archie R. Averill, covering an addition to the office building at Bend, would be accepted at the August Commission Meeting.

We are pleased to confirm that this contract was accepted by the Highway Commission on August 1, and the final payment was mailed to the contractor on August 8, 1949.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

return to Quay

3059

July 15, 1949

The Aetna Casualty and Surety Company
Service Department
Yeon Building
Portland 4, Oregon

Attention: Mr. H. F. Alterbury
Bond Department

Dear Mr Alterbury:

This is to acknowledge your letter of July 13 concerning date of acceptance and final payment on contract No. 3059 with Archie R. Averill.

It is anticipated that the job will be presented to the Commission at its meeting on August 1 and 2 for acceptance We will, however, advise you when the contract is accepted and when final payment is made.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:eo

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

SERVICE DEPARTMENT
WALTER T. DAVOL, SUPERINTENDENT
YEON BUILDING

PORTLAND 4, OREGON

July 13, 1949

Oregon State Highway Commission
Salem,
Oregon

ATTENTION: H. B. Glaisyer, Secretary

Gentlemen:

RE: Bond 42 S 10337 - Contract 3059
Archie R. Averill

This will acknowledge receipt of your letter dated July 11 advising the above contract for office building addition at Bend has been completed and final payment will be made after the acceptance by the Commission. Will you be so kind as to advise us when the contract has been accepted and final payment made so that we may retire our file?

[illegible]
[illegible]

Yours very truly,

H P Atterbury
Bond Department

hpa

RECEIVED
JUL 14 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 12 1949
FOR FILING

9-3411

3059

July 11, 1949

The Aetna Casualty & Surety Co.
Portland Service Department
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3059, covering office building addition at Bend in Deschutes County, has been completed by the contractor, Archie R. Averill, and that final payment in the amount of $1,526.90 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $8,525.68, and that no force account work was performed on the project. This contract was completed June 27, 1949 but has not as yet been accepted by the Commission.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Bates, Lively & Pearson
Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

7-11-49 C

RECEIVED
MAY 24 1949
FOR FILING

9-3411

3059

May 24, 1949

Mr. Archie R. Averill
Route 9, Box 874
Portland 2, Oregon

Dear Sir:

The State Highway Commission, at its meeting on May 16, 1949, had under discussion your request for an extension of time of 60 days, from April 30 to June 30, 1949, within which to complete your contract No. 3059 covering office building addition at Bend, in Deschutes County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

W. A. Reeves

RECEIVED
APR 23 1949
FOR FILING

9-344

3059

April 21, 1949

Request for extension of time
No. 3
May 16 and 17 meeting

State Highway Commission

Gentlemen:

Re: Time Extension on Bend Division
Office Addition, Contract No. 3059

Herewith copy of an application from Archie E. Averill, contractor on the Addition to the Bend Division Office Building, requesting an extension of 60 days, to and including June 30, 1949, for the completion of this work. The contract completion date is April 30, 1949.

The contractor installed the foundations last fall but was not able to get his material on the ground in time so that we could be assured of completion of the work before cold weather. The work requires the removal of one outside wall of the present building, and it was not thought advisable to attempt this during the winter. It is recommended that the extension be granted without penalty to the contractor.

This is a State Project and does not require concurrence of the Public Roads Administration.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
OCT 25 1948
FOR FILING
9-3411
3059

Files

October 22, 1948

Mr. Archie R. Averill
Box 874
Portland 2, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3059, which was awarded to you September 13, 1948 by the State Highway Commission, covering Bend Office Building Addition in Deschutes County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
SEP 15 1948
FOR FILING

September 15, 1948

Mr. Archie R. Averill
Route 9, Box 874
Portland 2, Oregon

Dear Mr. Averill:

The State Highway Commission on September 13, 1948, awarded you the contract for construction of an addition to the Division Office Building at Bend in Deschutes County. This award was based on your low bid of $8,268.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

ec

cc: S. H. Probert

21-1120 Smallwood Creek-Benton Co. 1948
Line Sec., Alsea Hwy.
#3060

RECEIVED
DEC 22 1949
FOR FILING

FINAL COST ANALYSIS

Smallwood-Benton County Line Section
Contract #3060

J. C. Compton Co.
S. F. Walters, Resident Engineer

Alsea Highway
Prefix 21-1120

	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
1"-0" Rock in Base	11,220	Cu. Yd.	$2.706	$2.95	$30,368.52	$33,099.00
Sprinkling	886	M/Gal.	1.153	3.00	1,021.90	2,658.00
Preparation of Base	9.56	Mile	104.37	200.00	997.80	1,912.00
Furn. & Place Aggregates	1,798	Cu. Yd.	3.556	4.50	6,394.93	8,091.00
Furn. & Place 151-200 Asphalt	139.29	Ton	35.196	42.00	4,902.52	5,850.18
PA #1, 1½"-0" Rock in Base	12,390	Cu. Yd.	2.706	2.95	33,532.45	36,550.50
PA #2, Furn. & Place RT-4 Gasco in Binder Course	239.1	Ton	32.814	45.00	7,845.84	10,759.50
PA #3, 3/4"-0" Cr. Rock in Stockpile	381.3	Cu. Yd.	2.561	2.95	976.69	1,124.84
					$86,040.65	$100,045.02

Gross Revenue	$100,045.02
Total Cost	86,040.65
Net Profit	$ 14,004.37

Net Profit Equals 13.9% of Gross Revenue

NOTED

Smallwood-Benton County Line
J. C. Compton

Detail of Cost

Labor:		
Supervision	$4,025.00	
Labor	27,811.06	
Payroll Insurance	2,708.25	
		$34,544.31
Materials:		
151-200 Asphalt at $21.00 per Ton	$2,925.09	
RT-4 - 51,808 Gal. at $0.85	4,403.66	
Freight on Oil	2,888.58	
		10,217.33
Equipment Rental & Misc. Expense:		
Equipment Rental, Owned	$23,653.78	
Equipment Rental, Hired	1,009.63	
Gas, Oil and Grease	7,152.16	
Explosives and Drill Steel	3,175.37	
Move In, Freight and Cartage	1,485.90	
Small Tools and Misc. Supplies	1,152.00	
P.U.C. and Licenses	598.44	
Bond	545.69	
Home Office and General Overhead	2,506.04	
		41,279.01
Total Cost		$86,040.65

Breakdown Cost of Crushing Rock Surfacing

	Cost	Amount	Unit Cost
Stripping of Pit	$1,846.68	25,789 Cu. Yd.	$0.071
Plant Set Up	5,183.59	" " "	0.201
Drill and Shoot	7,014.61	" " "	0.272
Haul to Crusher	8,845.63	" " "	0.343
Crushing	17,459.15	" " "	0.677
Cost in Bunker			$1.564
Haul to Road *(Incl. Rehauling 1,200 Yds. 1"-0 Base Rock)	11,403.63	23,610 Cu. Yd.	0.483
Street Work	5,737.23	" " "	0.243
Home Office and Proratables	9,821.76	" " "	0.416
Total Cost			$2.706

Crushed Rock Produced:

11,200 Cu. Yd. 1" - 0"
12,390 " " 1½" - 0"
1,798 " " Agg. 3/4" - 0"
381.3 " " 3/4" - 0" in Stockpile

*About 1,200 cu. yds. of surfacing material was rejected because of sandstone after it was hauled out on the road. This material was hauled back and placed in stockpile and then later picked up and used for surfacing after quarry was depleted of hard rock.

Remarks:

This was a "State Project" for the construction of 9.56 miles of rock base and type 0-9 oil mat and 3,000 cubic yards of crushed rock in stockpiles on the Smallwood Creek-Benton County Line Section of the Alsea Highway. Work was started November 15th, 1948, and the contract was completed July 20th, 1949.

The quarry is located 0.35 mile north of M.P. 25.36 on the Alsea Highway. A core of good rock was exposed on both the north and south sides of Rock Creek. The core of good rock was covered on top and on both sides with sandstone, and on top of the sandstone was some dirt and trees. The quarry was cleared and the overburden of earth was removed by sluicing. A 4-inch portable pump and a fire hose with 1½-inch nozzle developed 175 pounds of pressure and was quite effective in removing the earth overburden. It required two men 28 working days at a cost of $1,846. This cost amounted to $0.07 per cubic yard for the crushed rock produced.

Sandstone was drilled and blasted and then hauled away and wasted or used for surfacing on haul road before the good rock core was drilled and blasted. It was extremely difficult to blast the good rock without bringing down a considerable amount of the undesirable sandstone. The shovel operator sorted the good rock from the sandstone while loading trucks, and the sandstone was hauled and wasted. The core of good rock became smaller and the quantity of sandstone increased as the rock was removed and operations proceeded in the quarry.

Drilling in the quarry was started January 10th, but due to rain and mud work on setting up the plant was not started until March 1st. Crushing was started April 15th. The contractor has a good three-crusher plant and made good production, averaging about 60 cu. yds. per hour operating time. Due to the large amount of sandstone encountered and the lack of basalt rock, a change was made in the specification for the crushed rock surfacing and the oil mat surfacing and the stockpile maintenance material was cancelled.

Oiling operations were started June 27th, using RT-4 Gasco for binder course instead of emulsified asphalt. The binder course was covered with 3/4"-0 bladed in from shoulders. It required 4½ working days to lay binder course, and then the contractor moved to a Bureau job about 10 miles away and after finishing that job returned and laid the 151-200 asphalt, which required 4 working days. The seal coat was not required. Hot tar and asphalt were hauled from Portland in insulated tanks which saved the contractor the expense of heating.

While the poor quarry caused the contractor some delay and considerable extra work in trying to obtain the best product possible, the bid prices were high and the contractor had good supervision and equipment, made fair progress and a fair profit.

E. H. Clymer
Cost Analyst

By . . K. T. Wechter

RECEIVED
SEP 1 1949
FOR FILING

21-1120

3060

August 31,1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3060, for work on the Smallwood Creek-Benton County Line Section of the Alsea Highway in Lincoln County, has been completed by the contractor, J. C. Compton Company, and that final payment in the amount of $3,001.35 will be made after acceptance by the Highway Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $100,045.02, and that no force account work was performed on the project. This contract was completed on July 18, 1949 but has not as yet been accepted by the Commission.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

~~-1-49~~ gl

RECEIVED
AUG 30 1949
FOR FILING

21-1120

3060

August 26, 1949

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton Co. on Contract No. 3060 covering the Smallwood Creek-Benton County Line Section of the Alsea Highway, in Lincoln County. This payment, in the amount of $12,129.45 will be made on or after September 6, 1949. The retained percentage is $3,001.35.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Glens Falls Indemnity Co.
Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Form E-1—6M—1-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 23, 1949

Section Smallwood Creek-Benton County Line

Kind of work Surfacing & Oiling

Highway Oregon Alsea

Section prefix 21-1120

Contractor J. C. Compton Co.

Contract number 3060

Date of Contract September 13, 1948

Date of completion July 31, 1949

Date work started November 15, 1948

Estimated date of completion July 31, 1949

Amount of contract $109,137.00

Per cent of time elapsed 96%

Estimated cost of completed project, exclusive of engineering $139,000.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $6,000.00, 5.5%

Date project was completed July 20, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor hauled about 150 yds. of aggregate to cover wet spots Monday. Maintained project last time Tuesday. Released as completed July 20.

FINAL REPORT

Signed Walters

Address Newport, Oregon

NOTED
E. M. BOOTH

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		9.56		9.56	
Miles partially completed					
Miles completed		9.56		9.56	
Total estimated quantities		28,500	3,000	4,300	
Estimated quantities moved or placed to date		23, 772		1570	
Average daily quantities				75	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				10	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Rain		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 25 1949
OFFICE OF
CONSTRUC[illegible]ICT ENGINEER

RECEIVED
MAY 12 1949
FOR FILING

21-112

3060

File

Salem, Oregon
May 11, 1949

Mr. M. H. Hawke

The Highway Commission has approved the transfer of $30,000 of frost damage funds from the Alsea Highway to additional project authorization on the Smallwood Creek-Benton County Line Section, under contract to J. C. Compton. Upon proper notification from the Secretary, will you please increase the project authorization in the amount of $30,000.

21-1120
3060

W. C. Williams

WCW:me

cc Mr. H. C. Smith
Mr. S. H. Probert

RECEIVED
APR 29 1949
FOR FILING

21-1, 20

3060

April 29, 1949

Oregon State Highway Commission

Gentlemen:

On the Alsea Highway we have a contract for resurfacing and oiling the Smallwood Creek-Benton County Line Section. The project is under contract to J. C. Compton, and the project authorization is $139,300.70.

The recent severe frost heaving resulted in damage to the subbase on this section that will require additional surfacing materials to stabilize the base. The estimated cost of this is $30,000 and is set up in the emergency frost and flood damage program recently submitted to you. Mr. J. C. Compton has agreed to furnish the 10,000 cubic yards of crushed rock necessary to repair the frost damage at the price bid on this contract, which is $2.95 per yard in place. This is a very fair price, and lower than we could secure elsewhere, owing to the fact that Mr. Compton's crushing plant is already set up, and he would have no extra expense for moving in plant, setting up, etc.

I recommend to you that you authorize the transfer of $30,000 from the frost and flood damage to additional authorization on Contract No. 3060. As Mr. Compton's plant is now in operation, this matter will need early attention. I respectfully request your immediate approval, so that we may repair the damage that has been done and be able to complete the surfacing and oiling of the section as contracted.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:gd
cc: W. C. Williams
H. G. Smith
W. W. Stiffler
M. H. Hawke

approved 5-2-49

RECEIVED
OCT 22 1948
FOR FILING

21-1120

3060

[illegible]

October 21, 1948

J. C. Compton Co.
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3060, which was awarded to you on September 13, 1948 by the State Highway Commission, covering Smallwood Creek-Benton County Line Section of the Alsea Highway in Lincoln County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
SEP 15 1948
FOR FILING

September 15, 1948

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on September 13, 1948, awarded you the contract for the Smallwood Creek-Benton County Line Section of the Alsea Highway, in Lincoln County. This award was based on your low bid of $109,137, using asphalt, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

sc

cc: S. H. Probert

20-8307 Cogswell Hill-Elk Creek Rock 1948
Prod. Proj., McKenzie Hwy.
#3061

RECEIVED
MAR 2 [illegible]
FOR FILING

R. H. Baldock

March 10th, 1949

Cogswell Hill-Elk Creek Section
McKenzie Highway
20-8307

FINAL COST ANALYSIS
Rock Production
E. C. Swaggart, Contractor
J. C. Chapman, Resident Engineer

Contract #3061
Prefix 20-8307

3061

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-½" Cr. Gravel in Stockpile	6,344.1	Cu. Yd.	$1.76	$1.95	$11,185.99	$12,371.00
½"-¼" Cr. Gravel in Stockpile	5,465.9	" "	1.76	1.95	9,637.55	10,658.51
¼"-0" Cr. Gravel in Stockpile	1,417.2	" "	1.76	1.95	2,498.84	2,763.54
Hauling Crushed Gravel, Pile Measure	65,412.5	Yd. Mi.	0.11	0.12	7,287.79	7,849.50
Screen Rejects in Stockpile	3,143.4	Cu. Yd.	0.25	0.25	785.85	785.85
Haul Screen Rejects to Stockpile	3,521.9	Yd. Mi.	0.12	0.12	422.63	422.63
Screen Rejects on Road	400.0	Cu. Yd.	0.25	0.25	100.00	100.00
Haul Screen Rejects to Road	1,785.0	Yd. Mi.	0.12	0.12	214.20	214.20
					$32,132.85	$35,165.23

Gross Revenue	$35,165.23
Total Cost	32,132.85
Net Profit	$3,032.38

Net Profit Equals 8.6% of Gross Revenue

NOTED
State Highway Engineer

Cogswell Hill-Elk Creek

Detail of Cost

Labor:		
Supervision	$1,099.15	
Labor	7,540.80	
Payroll Insurance	508.85	
		$9,148.80
Equipment Rental & Miscellaneous Expense:		
Equipment Rental, Owned	$7,580.00	
Equipment Rental, Hired	1,140.20	
Hired Trucks, Fully Operated	6,940.75	
Gas, Oil & Grease	2,109.80	
Lumber	1,120.00	
Move In, Freight & Cartage	1,280.00	
Small Tools & Misc. Supplies	475.00	
Bond	202.50	
P.L. & P.D. Insurance	132.00	
Home Office & General Overhead	703.30	
		21,684.05
		30,832.85
Subcontract, Stockpiling Crushed Gravel		1,300.00
		$32,132.85

Cogswell Hill-Elk Creek

Breakdown of Costs

	Quantity	Unit	Cost	Unit Cost
Move In & Set Up	13,227.2	Cu. Yd.	$5,807.55	$0.44
Construct Bridge & Approaches	"	" "	1,279.20	0.10
Load & Haul to Crusher	"	" "	4,944.26	0.37
Crush	"	" "	9,991.37	0.75
Cost in Bunker			$22,022.38	$1.66
Haul Crushed Gravel	65,412.5	Yd. Mi.	7,287.79	0.11
Stockpile	13,227.2	Cu. Yd.	1,300.00	0.10
Haul & Stockpile Rejects			1,522.68	

emarks:

This was a "State Project". The contract, calling for the furnishing of approximately 13,000 cu. yds. of crushed rock in stockpile on the Cogswell Hill-Elk Creek Section of the McKenzie Highway, was bid and awarded September 13th, 1948. Work was started October 14th, and the project was completed December 21st, 1948.

The contractor erected a crushing plant at the state-controlled site at mile point 20.13. The crushing plant consisted of a small plate feeder, 18" x 36" jaw crusher, 3' gyratory crusher, 42" x 24" rolls crusher, 3' x 8' scalping screen, two 3' x 12' triple-deck separating screens, two diesel engines, diesel generator unit, 3" water pump, reject bunker, three-bin rock bunker, conveyors and electric motors. A 60-foot timber bridge was constructed to span a river channel to the gravel bar. A 3/4-yard shovel loaded the material in the bar and the haul to crusher was made with two 5 cu. yd. pit trucks.

Crushing operations were started November 15th, and completed December 21st. Operations were interrupted from November 24th, to November 26th, and from December 7th, to December 17th, by high water which washed out bridge approaches and moved the bridge out of place, making the gravel bar inaccessible. The crusher was operated 190 hours for an average production of 70 cu. yds. per hour.

Crushed gravel was hauled to stockpile with hired trucks and stockpiling was hired by the cu. yd.

A total of 4,960.6 cu. yds. of $\frac{1}{4}$" - 0" was produced, of which 1,417.2 cu. yds. or 29% was $\frac{1}{4}$" - 0" crushed gravel, and the excess of 3,543.4 cu. yds. was considered screen rejects which was purchased for $0.25 per cu. yd. This made the cost of the crushed material in the bunker high considering the high production maintained on this project. The contractor had good equipment and personally supervised the project.

E. H. Clymer
Cost Analyst

By . . C. Swenson

RECEIVED
MAR 2 1949
FOR FILING
20-8307
3061

March 1, 1949

General Casualty Co. of America
Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

This is to advise you that State Highway Contract No. 3061 for work on the Cogswell Hill-Elk Creek Section of the McKenzie Highway in Lane County, has been completed by the contractor, L.C. Swaggart, and that final payment in the amount of $1359.73 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $35,165.23 and that no force account work was performed on the project.. The contract was completed on December 21, 1948 but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc -
General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Washington

[illegible]

RECEIVED
JAN 21 1949
FOR FILING

[illegible]

3061

January 20, 1949

General Casualty Co.of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Swaggart, on contract No. 3061, covering rock production on Cogswell Hill-Elk Creek Section of the McKenzie Highway in Lane County. This payment, in the amount of $8,418.91, will be made on or after January 31, 1949. The retained amounts to $1,045.53.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn: Legal Dept.

NOTED ON CARD

1-20-49, gl

Form E-1-5M-1-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 8, 1949

Section Cogswell Hill - Elk Creek

Kind of work Rock Production

Highway McKenzie

Section prefix 20-8307

Contractor E. C. Swaggart

Contract number 3061

Date of contract September 13, 1948

Date of completion April 30, 1949

Date work started October 14, 1948

Estimated date of completion Dec. 21, 1948

Amount of contract $33,750.00

Per cent of time elapsed 117/229 51 %

Estimated cost of completed project, exclusive of engineering $35,165.23

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $2,050.00, 6.1 %

Date project was completed December 21, 1948

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sections were platted and computations completed. The semi-final estimate was prepared and forwarded Friday.

Caswell was absent Monday and Tuesday, Chapman Tuesday, and Raymond Wednesday and Thursday, all due to sickness. Hohmann was absent all week on exchange time and vacation leave, and Mayfield all week except Thursday on vacation leave.

NOTED H. W. LIBBY

NOTED

Signed J. C. Chapman

Address Old Post Office Bldg. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			13,000		
Estimated quantities moved or placed to date			13,227		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....
Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cold		
Monday	Cold		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Showers		
Saturday			

RECEIVED
JAN 10 1940
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
OCT 25 1948
FOR FILING
20-8307
3061

[illegible]

October 22, 1948

Mr. E. C. Swaggart
2592 Friendly Street
Eugene, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3061, which was awarded to you on September 13, 1948 by the State Highway Commission, covering rock production on the Cogswell Hill-Elk Creek Section of the McKenzie Highway in Lane County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

[illegible]

RECEIVED
SEP 15 1948
FOR FILING

September 15, 1948

Mr. E. G. Swaggart
2592 Friendly Avenue
Eugene, Oregon

Dear Mr. Swaggart:

The State Highway Commission on September 13, 1948, awarded you the contract for the Cogswell Hill-Elk Creek Rock Protection Project on the McKenzie highway, in Lane County. This award was based on your low bid of $33,750.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

sc

cc: S. E. Probert

34-1116 Gales Creek Bridge, Tualatin
Valley Highway near Forest Grove

#3062

1943

RECEIVED
AUG 22 1949
FOR FILING

34-1116

3062

August 19, 1949

Maryland Casualty Co.
Baltimore 3,
Maryland

Gentlemen:

This is to advise you that State Highway Contract No. 3062 for work on the Gales Creek Section of the Tualatin Valley Highway, in Washington County, has been completed by the contractor, Snook Brothers, and that final payment in the amount of $2,343.80 will be made on or after August 29, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $24,459.90 of which amount $410.57 represents force account items. This contract was completed on June 15, 1949 and accepted by the Commission on June 28, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

ra

cc - Maryland Casualty Co.
Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

Maryland Casualty Co.
Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

NOTED ON CARD

8-19-49 g.c.

RECEIVED
AUG 4 1949
FOR FILING
34-1116
3062

COPY

July 5, 1949

W. M. Burkhart, Cashier
Benton County State Bank
Corvallis, Oregon

Dear Mr. Burkhart:

In your letter of June 23, 1949, you transmitted an assignment of claim in duplicate, whereby Snook Bros. assigned to the Benton County State Bank, Corvallis, Oregon, all monies due or to become due them, except amounts retained on semi-final and final payments in connection with their contract, No. 3063, for grading and paving the Gold Beach Section of the Oregon Coast Highway in Curry County.

Having previously received the consent of the Maryland Casualty Company to this assignment without prejudice to the bond that it wrote in connection with this contract, we will be pleased to honor the assignment. Our Chief Accountant has already been instructed accordingly. Future warrants issued in connection with this job, except those covering semi-final and final payments, will be prepared in conformity with the provisions of the assignment, and mailed to the Benton County State Bank.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - M. H. Hawke (2)
F. A. Query

Mr. Hawke: The duplicate copy of the assignment referred to in the above, was sent to you in Friday's morning mail, and receipt of the same has been acknowledged by Mr. Carl Smith. I previously forwarded to you a copy of the surety's consent to the assignment. The original of the assignment and the original of the surety's consent are being retained in this office for filing in the contract to which it refers.

Originals filed in Federal Aid Job File F-124 (3) Contract 3063.

BENTON COUNTY STATE BANK
Corvallis, Oregon
June 23, 1949

C
O
P
Y

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Acting upon Mr. Carl F. Smith's instructions to us, we are enclosing assingment of claim in duplicate by Snook Brothers on their contract No. 3063. It is the intention of Snook Brothers and this bank to take a clanket assignment on this estimate and further estimates, exclusive of final and retained percentages.

Mr. Snook indicates to us that the contract No. 3062 is complete, except for final estimates and that there will be no further estimates submitted. We are, therefore, not including an assignment on this contract inasmuch as Mr. Smith indicated that he would honor the assignment already on file.

Acting further upon Mr. Smith's instructions, we have written the surety company asking them to amend their consent to name the bank as assignee. I trust this will reach you in due time.

Very truly,

/s/ W. M. Burkhart

W. M. Burkhart
Cashier

WMB:C
Encls.

Originals filed in Federal Aid Job File F-124 (3) Contract # 3063.

RECEIVED
AUG 4 1949
FOR FILING

34-1116

3062

June 24, 1949

C
O
P
Y

M. H. Hawke

Attention: Carl F. Smith

I hand you herewith photostatic copy of the assignment given by Snook Brothers to the Benton County Bank, covering the proceeds of monthly estimate No. 3, in connection with State Highway Contract No. 3062. I also hand you a copy of a letter from the Maryland Casualty Company consenting to the assignment of a specific earned progress estimate given by Snook Brothers during the progress of the work under this contract, No. 3062, and also those earned under Contract No. 3063, although the assignment does not apply to the final estimate or retained percentages.

Will you please bear that in mind in connection with the assignment of future estimates on both jobs.

Secretary

HBG:ts.

Originals filed in Federal Aid Jobj File F-124 (3) Contract 3063

BENTON COUNTY STATE BANK
Corvallis, Ore

June 20, 1949

C
O
P
Y

Oregon State Highway Commission
Accounting Division
319 State Office Building
Salem, Oregon

Gentlemen:

I am enclosing Snook Brothers earned estimate No. 3 performed under their contract No. 3062, together with an assignment in our favor for the full amount due under the estimate.

The bonding company's consent to the assignment has, we understand, been forwarded direct to you and is in your file.

We shall be pleased to receive your remittance for this estimate.

Very truly,

/s/ W. M. Burkhart

WMB:C
Encls.

W. M. Burkhart
Cashier

Originals filed in Federal Aid Job File F-124 (3) Contract # 3063

FORM E-133X 5M REVISED 12-46

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINE
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
AUG 4 1949
FOR FILING

34-1116

3062

June 21, 1949

COPY

Benton County State Bank

Corvallis, Oregon

ATTENTION : W. M. Burkhart, Cashier

Gentlemen:

This letter confirms my tlelphone coversation of today with your assistant.

Please refer to your letter of June 1 requesting a supply of Assignment of Claim blanks and to my reply of June 3. In my reply, the closing paragraph suggesting that in case the blanks were to be used in connection with assignments on our unit price contracts, you contact Mr. H. B. Glaisyer, the Commission's secretary as these assignments had certain requirements. Apparently your bank did not contact Mr. Glaisyer but I find that he did received direct a consent of surety, which did not mention the name of the assignee, to a blanket assignment of the proceeds on each of two contracts with Snook Brothers, our Nos. 3062 and 3063 covering all money due or to become due excepting the release of retained percentage.

I have just received in the mail, properly signed, our voucher No. 10178 for $5,905.12 covering Estimate 3 on Contract 3062 together with a single copy signed assignment form given by Mr. Snook in favor of your bank for the amount of this estimate.

Taking into consideration the surety company's letter, it would appear that Snook Brothers wished to assign the current months' payments on these two contracts as well as on future payments up to the release of the retained percentage. Acting upon these assumptions I am enclosing in quintuplet, blanket assignment forms for each of these two jobs made out in favor of your bank. If such an assignment is the wish of the contractor and your bank, please execute two copies of each of the blanket assignments and return them direct to H. B. Glaisyer, Secretary, Oregon State Highway Commission, 319 State Office Building, Salem, Oregon. This will leave on each job one copy of the assignment for your files, one for the files of the surety company, and one for the contractors files. Although Mr. Glaisyer did not mention the necessity or desirability of any further consent by the surety company [illegible] would nevertheless suggest if agreeable to you, that the surety by asked to submit a revised consent to these blanket assignments definitely showing your bank as the assignee.

Originals filed in Federal Aid Job File F-124 (3) Contract # 3063

June 21, 1949

In the meantime, this present voucher is being passed honoring the assignment and in this case, the original signed blank is being passed to Mr. Glaisyer's files and a certified copy will be sent to the Secretary of State with the voucher.

The estimate voucher in the amount of $3,543.30 covering Estimate 8 on Contract 3063 was mailed to the contractor for signature either last night or this morning. In case this is returned through your ban, as in the case of Contract 3062, we would appreciate receiving two signed copies of the individual assignment form covering that particular voucher.

In case these blanket assignments are executed and submitted, future monthly estimate vouchers on each of these jobs will be written up, assigned, and assignment forms attached at the time of writing. These will than be signed by the contractor when signing the voucher and it will not be necessary that they go through your bank's hands. The original blanket assignments will be filed with the contract for your protection but the Secretary of State's office requires the individual signed forms on each separate assigned voucher.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

by /s/ Carl F. Smith

Carl F. Smith
Accounting Division

cfs/rs
cc H. P. Glaisyer
D. B. Taylor

MARYLAND CASUALTY COMPANY

Tacoma, Washington
June 7, 1949

C
O
P
Y

Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 3062 - Gales Creek Bridge Gales Creek, Oregon - Snook Brothers, Contractors

Contract No. 3063 - Gold Beach Highway Gold Beach Oregon - Snook Brothers, Contractors

Gentlemen:

Maryland Casualty Company, surety on the above bonds heretofore furnished by the Snook Brothers for the performance of the two contracts hereby consents to the assignment of the specific earned progress estimates given to Snook Brothers during the progress of the work, its being specifically understood that this consent does not apply to the final estimate or retained percentages.

Very truly yours,
Maryland Casualty Company

by /s/ A. Van R. Schermerhorn

A. Van R. Schermerhorn
Attorney-in-fact

Originals filed in Federal Aid Job File F-124 (3) contract # 3063

RECEIVED
FEB 3 1949
FOR FILING

34-1116

3062

February 2, 1949

Snook Bros.
329 North 18th St.
Corvallis
Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 24, 1949, had under discussion your request for an extension of time of 45 days, from April 30 to June 15, 1949, within which to complete your contract No. 3062 for the Gales Creek Bridge on Tualatin Valley Highway in Washington County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. T. Young,
Acting Division Engineer

G. S. Paxson

NOTED ON CARD
2-2-49 gl

RECEIVED
JAN 21
FOR FILING

34-1116

3062

January 18, 1949

Request for extension of time
No. 18
January 24 and 25 meeting

State Highway Commission

Gentlemen:

Re: Time Extension on Gales Creek
Bridge on Tualatin Valley Highway,
Contract No. 3062

Herewith copy of an application for an extension of time, from May 1, 1949 to June 15, 1949, in which to complete the work on the replacement of the Gales Creek Bridge near Forest Grove in Washington County.

This structure requires a number of creosote-treated timber piling which are under order with the Forest Products Treating Company. The piling are cut, but, due to the condition of the road, the supplier of piling has not been allowed to haul them to the treating plant. In view of this condition, it is recommended that the extension be granted without penalty to the contractor.

This is a State project and does not require the concurrence of the Public Roads Administration.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc H. B. Glaisyer
R. H. Baldock
W. C. Williams
G. S. Paxson
W. A. Reeves

RECEIVED
FOR FILING
34-1196
3062

October 25, 1948

Snook Brothers
329 North 18th St.
Corvallis, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3062, which was awarded to you September 13, 1948 by the State Highway Commission, covering the Gales Creek Bridge on the Tualatin Valley Highway in Washington County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

[illegible]

RECEIVED
SEP 15 1948
FOR FILING

September 15, 1948

Sueck Bros.
329 North 18th Street
Corvallis, Oregon

Gentlemen:

The State Highway Commission on September 13, 1948, awarded you the contract for construction of a concrete slab span on treated timber piling of the Gales Creek Bridge on the Tualatin Valley Highway, Washington County. This award was based on your low bid of $24,840 submitted on that date.

You were also awarded, on September 14, the contract for grading and paving the Gold Beach Section of the Oregon Coast Highway, Curry County. This award was based on your low bid of $83,056 submitted on the 14th.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ss
cc- S. H. Probert
G. S. Paxson

F-124(3) Gold Beach Sec., Oregon 1948
Coast Hwy.
#3063 [redacted]

EIVED
1 2 1950
R FILING

7-124(3)

R. H. Baldock

June 26th, 1950

FINAL COST ANALYSIS
Gold Beach
Grading & Paving

Contract #3063
Prefix S-1005-F-124(3)

Contractor - Snook Brothers
Resident Engineer - George Baker

Description	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$1,837.88	$4,000.00
Removal of Walks and Driveways	375.6	Sq. Yd.	1.00	0.82	307.23	375.60
Struct. Excavation	841.35	Cu. Yd.	3.00	2.85	2,399.46	2,524.05
Borrow Excavation	5,534.6	" "	0.60	0.565	3,128.03	3,320.76
General Excavation	5,337.5	" "	0.50	0.616	3,288.32	2,668.75
Short Overhaul	4,845	Yd. Sta.	0.02	0.02	96.90	96.90
Salvaging Surfacing Materials	525	Cu. Yd.	2.80	2.60	1,365.14	1,470.00
Finishing R/B & Slopes	.367	Mile	1500.00	1521.36	558.34	550.50
8" Sewer Pipe	313	Lin. Ft.	1.00	0.87	270.77	313.00
10" " "	279	" "	1.50	1.27	354.71	418.50
12" " "	944	" "	2.00	1.85	1,734.41	1,888.00
15" " "	337.5	" "	3.00	3.24	1,092.36	1,012.50
Type "B" Manholes	5	Each	200.00	166.50	832.46	1,000.00
Concrete Catch Basins	12	"	60.00	57.57	690.85	720.00
Concrete Curb & Gutters	179.014	Cu. Yd.	47.50	51.00	9,127.93	8,503.17
Concrete Driveways	230.12	Sq. Yd.	4.00	3.35	771.59	920.48
Concrete Walks	858.82	" "	3.50	4.00	3,439.36	3,005.87
Class "A" Concrete in Structures	27.068	Cu. Yd.	65.00	61.16	1,655.49	1,759.42
Metal Reinforcements	3,734	Lb.	0.15	0.118	443.85	560.10
Selected R/B Topping	5,221	Cu. Yd.	0.60	0.606	3,167.89	3,132.60
Hauling " "	15,663	Yd. Mi.	0.12	0.105	1,641.58	1,879.56
3/4"-0" Mat'l. in Level Course	544	Cu. Yd.	4.25	4.48	2,439.40	2,312.00
Sprinkling	235.2	M/Gal.	2.00	1.94	457.46	470.40
Preparation of Base	367	Mile	1000.00	903.62	331.63	367.00

Description	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0" Mat'l. in Binder Course	144	Cu. Yd.	$5.50	$6.07	$874.11	$792.00
Furn. & Place Emulsified Asphalt in Binder	21.646	Ton	70.00	62.30	1,348.28	1,515.22
Class "B" Asphaltic Concrete	2,316.756	"	12.70	12.39	28,713.74	29,422.80
PA #1, Purchase Excess 60' of 18" Gal. Corr. Metal Pipe & 2-12" Bands Including Freight	60	Lin. Ft.	3.14	3.14	188.64	188.64
PA #2, Purchase Excess 15" Sewer Pipe, Concrete	110	" "	1.8728	1.8728	206.00	206.00
PA #3, Purchase Excess Emuls. Asphalt in Barrels	4.583	Ton	32.597	32.597	149.39	149.39
PA #4, Cement Adjustment, Favor of State	17.82	Bbl.	5.03			- 89.63
Force Account					300.82	332.74
					$73,214.02	$75,786.32

Gross Revenue	$75,786.32
Total Cost	73,214.02
Net Profit	$ 2,572.30

Net Profit Equals 3.4% of Gross Revenue

Gold Beach
Contract #3063

Detail of Cost

Labor:					
Labor				$26,469.80	
Insurance				1,985.25	
					$28,455.05
Materials:					
Expansion Joint Fillers				$ 164.82	
8" Sewer Pipe	313	feet	at $0.45	140.85	
10" " "	279	"	" 0.65	181.35	
12" " "	944	"	" 0.90	849.60	
15" " "	447.5	"	" 1.60	716.00	
18" Corr. Metal Pipe	60	"	" 2.63	157.80	
18" " " Bands	2		" 3.85	7.70	
Freight on Metal Pipe				23.14	
Manhole Frames & Covers	5		" 35.92	179.26	
Catch Basin Grates & Frames	12		" 23.56	282.74	
Cement	631	bbl.	" 5.03	3,173.93	
Steel	3,734	lb.	" 0.0986	368.17	
Asphalt in Class "B"	134.87	ton	" 15.50	2,090.49	
Emulsion in Binder	26.23	"	" 19.68	516.21	
Freight on Asphalt in Class "B"	134.87	"	" 13.30	1,793.77	
Freight on Emulsion	26.23	"	" 13.30	348.86	
Rock	2,541	cu. yd.	at 2.65	6,733.65	
					17,728.34
Equipment Rentals & Misc. Supplies:					
Rental (Hired Equipment)				$10,240.00	
" (Owned Equipment)				5,740.57	
Gas, Oil & Grease				5,180.67	
Bond				469.06	
Lumber	6	M-FBM	at $48.43	310.00	
P.L. & P.D. Insurance				221.25	
Misc. Supplies & Repairs				795.50	
Home Office & Overhead				2,273.58	
Move In				1,400.00	
Rental on Stockpile Site				200.00	
Explosives				200.00	
					27,030.63
Total Cost.					$73,214.02

Gold Beach
Contract #3063

Remarks:

This contract was a "Federal Aid Project" for grading and paving of 0.37 mile of highway roadbed through the City of Gold Beach on the Oregon Coast Highway in Curry County.

The contract was bid and awarded September 14th, 1948. Work was started October 27th, 1948, and the project was completed August 19th, 1949.

The clearing was done with a crew of 4 men and a D-4 cat and dozer, and required approximately three weeks. A nice profit was realized on the clearing item.

The general excavation progressed rather slowly due to inclement weather and interference with water pipes which were buried under the street and were torn up by the contractor's shovel. The City Water Company installed new pipe out of the way of the contractor's work. A loss was suffered on this item.

The borrow excavation was obtained from two sources, one furnished by the State and one by the contractor. During the rainy weather the road to the state borrow area became rough and impassable. Then the contractor obtained a borrow pit adjacent to the Oregon Coast Highway north of the Gold Beach bridge. This material had to be drilled and blasted before the shovel could handle the material. A slight profit was realized on the borrow material.

The concrete work progressed rather slowly due to the wet weather, several delays caused by property owners and the high cost of materials. The contractor suffered a small loss on the concrete work.

The roadbed topping was secured from the Rogue River bar north of the Gold Beach bridge and could only be loaded and hauled during the low tides. Equipment used consisted of one ½ cu. yd. shovel and four 5 cu. yd. trucks, and the material was handled on the street by a blade and roller. A small loss was suffered on the topping, but a small profit was realized on the hauling.

The contractor started laying the Class "B" asphaltic concrete on July 19th, 1949, and completed August 11th, 1949. The total working time for laying the Class "B" asphaltic concrete was 210 hours to lay 2,316.756 tons, for an average of 11 tons per hour. Equipment used consisted of one 500 lb. batch paving plant, one Fordson loader, one metal bunkers, two 2,000 gal. asphalt storage tanks, one Adnun paver, three 5 cu. yd. trucks and one roller.

The aggregate was produced by Plymale & McCue, subcontractors, but before all of the aggregate was produced the contractor had to pay for all of the rentals on the crushing equipment and all of the gas, oil and grease, which made the aggregate more expensive than the contractor had anticipated.

The asphalt was hauled by tank truck from Martinez, California.

The contractor had good bid prices, but due to delays and slow progress realized only a small profit.

E. H. Clymer
Cost Analyst

By . . George Kayser

RECEIVED
[illegible] 1950
FOR FILING

OREGON DISTRICT 7-124 (3)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

April 28, 1950

7

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' letter of April 20th in reply to ours of February 14, 1950 regarding the items "Removal of Walls and Driveways" and construction of "Concrete Driveways."

Apparently part of this overrun was due to changes made after award of contract, though this office was not consulted in the matter. As you know, we should be advised and our concurrence obtained in any changes such as was evident in this case. Also I might add this is another instance of the receipt of P.S.& E. by this office on one day with the time limit so short that in order to place in the next bid opening, advertisement must be authorized the next day, consequently we do not have time to properly review the documents.

We will again recommend approval of these items in the final voucher on which exception has been taken by our Division Office.

Very truly yours,

P. M. Davis
P. M. DAVIS
District Engineer

Copy given to Mr. Probert

RECEIVED
MAY 1 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 25 1950
FOR FILING

F-124(3)

April 20, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of February 14, 1950, concerning the items "Removal of Walks and Driveways" and "Concrete Driveways" in the contract for the Gold Beach Section, Project No. F-124 (3), concerning the possibility that portions of this work was performed on account of right of way commitments and accordingly ineligible for Federal participation.

The sidewalk removal item originally set up was required because of change of the existing street grades. Also, the increase or overrun of the item was due to change in grade during construction to reduce the amount of borrow excavation required, accordingly, no right of way consideration was involved.

With reference to the item "Concrete Driveways," all driveways constructed under this item, except two, were located at points where no additional right of way was secured. In the case of the two, where additional right of way was secured, the driveways were replacements of existing facilities.

Accordingly, we are of the opinion that these items, as listed in the final Federal-aid voucher, are eligible for Federal participation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:gs

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

OREGON DISTRICT

February 14, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Review of the final voucher and our construction inspection reports for Oregon Project No. F-124(3), Gold Beach Section of the Oregon Coast Highway, indicates that additional work was done for the benefit of property owners presumably under items 2 and 19 of the contract. Such work would be ineligible for Federal participation even as right of way, since the changes in plan were made after right-of-way settlements had been effected. If all of the overrun in those items was due to such changes, it would seem that Federal participation should be limited to the net estimated quantities of the items (142 s.y. and 204 s.y., respectively).

On examining the plans, however, it has occurred to us that some of the driveways may have been right-of-way considerations in the first place, and as such ineligible as construction. We should ordinarily consider driveways which do not replace ones necessarily destroyed to be right-of-way items.

Please advise us fully regarding the above questions and include quantities for work performed as right-of-way consideration or settlement.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Rem. walk - 375.6

Driveway - 301

RECEIVED
JAN 26 1950
FOR FILING

7-124(3)

3063

Files

Mrs Lewis

3063

January 24, 1950

Koerner, Young, Swett & McColloch
Attorneys at Law
800 Pacific Building
Portland 4, Oregon

Gentlemen:

We acknowledge with thanks your letter of January 23 to which was attached a copy of a release from the Standard Oil Company concerning their claim against Snook Brothers. This release apparently applies to a claim filed in our office on April 28 and again on October 28 in the amount of $877.68 against McCue and Plymale, subcontractors to Snook Brothers under their Contract 3063 for work on the Gold Beach Section of the Oregon Coast Highway in Curry County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

[illegible]
1-24-50 gl

KOERNER, YOUNG, SWETT & McCOLLOCH
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND 4, OREGON

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
HARRY J. DeFRANCQ
ALFRED H. CORBETT
GEORGE B. CAMPBELL
JOHN E. WALKER
H. STEWART TREMAINE
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WILLIAM D. CAMPBELL

DEY, HAMPSON & NELSON
1916 - 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 - 1947

January 23, 1950

Oregon State Highway Commission,
Salem, Oregon.

Re: Standard Oil Company of California--
Snook Brothers--McCue & Plymale,
Contract No. 3063.

Gentlemen:

Reference is made to our letter to you of October 25, 1949, with which we transmitted on behalf of Standard Oil Company of California a notice of claim against the bond on the above designated contract.

A compromise settlement has been reached with Snook Brothers and a release has been given by Standard Oil Company of California. An executed copy of the release is transmitted herewith.

Very truly yours,

Koerner, Young, Swett & McColloch

Enclosure

RECEIVED
JAN 24 1950
OREGON
STATE HIGHWAY COMMISSION

...ED TO
...SECRETARY

[illegible] usual [illegible] [illegible] on card

NOTED ON CARD
1-24-50 gl

RELEASE

KNOW ALL MEN BY THESE PRESENTS, That the Standard Oil Company of California, a corporation, for a good and valuable consideration, receipt whereof is acknowledged, does hereby release and forever discharge Snook Bros., a partnership, Paul Snook and Louis Snook, constituting said partnership, and the Maryland Casualty Company, a corporation, from any and all claims, demands, causes of action and causes of suit which it has or may have for or by reason of the sale and delivery by Standard Oil Company of California to Marvin McCue and Don Perry Plymale, partners doing business as McCue & Plymale, of petroleum products during the period from August 27, 1948 to and including March 9, 1949, which petroleum products were used by the said McCue & Plymale in the operation of a crusher making crushed rock and gravel and in delivering same, some of which rock and gravel was delivered by McCue & Plymale to Snook Bros. and used in the performance of the contract with the State of Oregon, No. 3063 (State Highway Commission) in connection with which contract Snook Bros. supplied a bond wherein the Maryland Casualty Company was surety.

Dated this 18th day of January, 1950.

STANDARD OIL COMPANY OF CALIFORNIA

By C. V. Burns

District Manager

Mrs Lewis

January 24, 1950

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

This is to advise that we have today received a copy of a release statement from Koerner, Young, Swett & McColloch, attorneys for Standard Oil Company of California.

This release advises that all claims against Snook Brothers' Contract 3063 for work on the Gold Beach Section of the Oregon Coast Highway in Curry County filed by the Standard Oil Company of California for products delivered to McCus and Plymale, subcontractors, from August 27, 1948, to and including March 9, 1949, are hereby released. This apparently is the claim filed in our office on April 28 and again on October 28 in the amount of $877.68 and of which you were previously advised.

This information is provided as the Maryland Casualty Company appears as surety on the bond executed in connection with Contract 3063.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

NOTED ON CARD
1-24-50, JC

RECEIVED
JAN 17 1950
FOR FILING

7-124 (2)

3063

January 16, 1950

Hansen and Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Attention: A. Van R. Schermerhorn
Manager, Surety Bond Dept.

Gentlemen:

In reply to your letter of January 13 regarding your bond No. 54930 with Snook Brothers on Contract 3063 for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County, we can advise that this job was accepted by the Commission on September 21, 1949, and that the total amount of the contract is $75,786.32. Final payment was made on January 6, 1950.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

HANSEN, PRES. I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.
GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

January 13, 1950

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Mr. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 54930 - SNOOK BROTHERS -
Contract No. 3063 - Grading and Paving
of Gold Beach Section of Oregon Coast
Highway, Curry County

Dear Mr. Glaisyer:

According to the last advice that we had from you the above job had not been accepted as complete. Under date of August 25th you advised us that the value of the work performed to August 17th was $74,631.44.

We understand that this job has now been accepted and we hope that you will be in a position to advise us the date of acceptance and the total amount earned by the contractor under this contract.

We would appreciate hearing from you promptly in this connection.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn

A. Van R. Schermerhorn
Mgr., Surety Bond Dept.

AVRS:lc

[illegible]

RECEIVED
DEC 5 1949
FOR FILING

7-124(2)

3063

December 2, 1949

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3063, for work on the Gold Beach Section of the Oregon Coast Highway in Curry County, has been completed by the contractor, Snook Brothers, and that final payment in the amount of $2,141.00 will be made on or after December 12, 1949.

There are numerous claims filed against this project, of which you have been previously notified, however, we are releasing the final payment pursuant to information given to us in your letter of October 20, 1949.

For your information we wish to advise that the total contract amount is $75,786.32, and that no force account work was performed on the job. This contract was completed on August 19 and accepted by the Commission on September 21, 1949.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

NOTED ON CARD

12-2-49 [illegible]

RECEIVED
DEC 2 1949
FOR FILING

2,124(3)

3063

Mrs. Lewis

December 1, 1949

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

This is to advise that we have received an affidavit of claim from the Standard Oil Company of California in an unstated amount for petroleum products furnished to McGee and Plymale, subcontractors under Snook Brothers' Contract 3063 for work on the Gold Beach Section of the Oregon Coast Highway in Curry County.

This information is provided as the Maryland Casualty Company appears as surety on the bond executed in connection with Contract 3063.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen and Rowland, Inc.
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

NOTED ON CARD
12-1-49 jc

RECEIVED
DEC 2 7 1949
FOR FILING

December 1, 1949

Koerner, Young Swett & McColloch
Attorneys at Law
800 Pacific Building
Portland 4, Oregon

Gentlemen:

As requested in your letter of November 23, we are enclosing herewith a certified copy of the bond and Contract 3063 with Snook Brothers for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County.

This is furnished in compliance with the affidavit of claim submitted by the Standard Oil Company against Snook Brothers' Contract 3063 which was attached to your letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED ON CARD
12-1-49

KOERNER, YOUNG, SWETT & Mc COLLOCH
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND 4, OREGON

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
HARRY J. DeFRANCQ
ALFRED H. CORBETT
GEORGE B. CAMPBELL
JOHN E. WALKER
H. STEWART TREMAINE
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WILLIAM D. CAMPBELL

DEY, HAMPSON & NELSON
1918 - 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 - 1947

November 23, 1949

Oregon State Highway Commission,
State of Oregon,
Salem, Oregon.

Re: Contract No. 3063

Gentlemen:

In pursuance of the authority granted in Section 98-205 O.C.L.A. we are requesting on behalf of Standard Oil Company of California that we be supplied with a copy of the contract between the State of Oregon, acting through its State Highway Commission, and Snook Bros., relating to work on the Gold Beach Section of the Oregon Coast Highway, Curry County, Oregon, Contract No. 3063.

Certify

We are requesting that we also be supplied with a copy of the surety bond given in connection therewith wherein Snook Bros. is principal and Maryland Casualty Company is surety.

The affidavit of the District Credit Manager of Standard Oil Company of California is transmitted herewith and we presume it constitutes a sufficient showing of the relation of Standard Oil Company of California to the contract in order to comply with the above mentioned section of the Code.

Very truly yours,

Koerner Young Swett & McColloch

Enclosure

RECEIVED
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

NOTED ON CARD
12-1-49

AFFIDAVIT

STATE OF OREGON, }
County of Multnomah.} ss

I, E. A. HRDLICKA, being first duly sworn, say: That I am District Credit Manager of Standard Oil Company of California, a corporation; that said company furnished and supplied materials, namely, petroleum products, to McCue & Plymale, a partnership, who were subcontractors of Snook Bros., who had entered into a contract with the State of Oregon acting through its State Highway Commission concerning work on the Gold Beach Section of the Oregon Coast Highway in Curry County, Oregon, Contract No. 3063. That said petroleum products so supplied by Standard Oil Company of California were used in the work covered by said contract; that I make this affidavit in connection with a request that a copy of the said contract and the bond given in connection therewith be supplied to Standard Oil Company of California.

STANDARD OIL COMPANY OF CALIFORNIA

By E A Hrdlicka
District Credit Manager

Subscribed and sworn to before me this 25th day of November, 1949.

Notary Public for Oregon
My commission expires: March 24 1953

RECEIVED
NOV 14 1949
FOR FILING

7-124(2)

3063

Files

Mr Lewis

November 10, 1949

Mr. Vernie Jarl

Gresham, Oregon

Dear Mr. Jarl:

We acknowledge with thanks your letter of October 26 advising that your claim against Smock Brothers in connection with their Gold Beach job, our Contract No. 3063, has been satisfied in full and that you wish to withdraw the claim against them.

This is in connection with the claim phoned into us on September 19, 1949 in which no amount was stipulated.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

ID ON CARD

11-18-49

VERNIE JARL
General Contractor
GRESHAM, ORE.

October 26, 1949

3063

Mr. H. B. Glaisyer, Secretary,
State Highway Commission,
Salem, Ore;

Dear Sir;

With further reference to our telephone conversation with your office on September 19th., and your letter of September 23rd. dealing with a claim that we had against Snook Brothers for equipment that we rented them on their Gold Beach job.

This is to advise you that Snook Brothers have satisfied this claim in full and we wish to withdraw our claim against them.

Yours very truly,

Vernie Jarl
Vernie Jarl

Querry
acknowledge and
prepare customary letters —
surety
contractor

RECEIVED
7
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
11-10-49 gl

RECEIVED
NOV 14 1949
FOR FILING

7-124(3)

3063

Mrs. Lewis

November 10, 1949

Maryland Casualty Company

Baltimore 3, Maryland

Gentlemen:

Attached hereto is a copy of a letter received from Mr. Vernie Jarl, Gresham, advising that his claim against Snook Brothers' Contract 3063 for work on the Gold Beach Section of the Oregon Coast Highway in Curry County has been satisfied in full and that he has withdrawn the claim. This is in connection with the claim received in this office on September 19 of which you were advised by letter on September 23.

This information is furnished as the Maryland Casualty Company appears as surety on the bond executed in connection with Contract 3063.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Hansen and Rowland, Inc.
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

NOTED ON CARD

11-16-49 gR

RECEIVED
NOV - 2 1949
FOR FILING

7-124(3)

3063

Mrs Lewis

October 28, 1949

Maryland Casualty Company

Baltimore 3, Maryland

Gentlemen:

Attached hereto is a copy of a claim filed with the Secretary of State in the amount of $577.68 for petroleum products furnished to McGee and Plymale, subcontractors for Snook Brothers under their Contract 3063 for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County.

This information is provided as the Maryland Casualty Company appears as surety on the bond executed in connection with Contract 3063.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Hansen and Rowland, Inc.
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

NOTED ON CARD
10-28-49 gl

COPY

NOTICE OF CLAIM AGAINST BOND

To the State of Oregon, acting by and through the Oregon State Highway Commission:

Notice is hereby given that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, a Delaware corporation, duly qualified to do business in the State of Oregon, has a claim for materials consisting of petroleum and related products furnished to McCUE & PLYMALE, a partnership, as a subcontractor of Snook Brothers, against the bond taken from the said Snook Brothers, as principal, and the Maryland Casualty Company, as surety, in connection with Contract No. 3063 between Snook Brothers and the State of Oregon acting by and through its State Highway Commission, relating to the Gold Beach Section of the Oregon Coast Highway in Curry County, Oregon. The said claim is in the sum of $877.68 together with interest thereon at the rate of 6% per annum from March 9, 1949.

Dated this 24th day of October, 1949.

STANDARD OIL COMPANY OF CALIFORNIA

By E. A. HRDLICKA
District Credit Manager

STATE OF OREGON)
) ss.
County of Multnomah)

BE IT REMEMBERED on this 24th day of October, 1949, before me, the undersigned, personally appeared the within named E. A. Hrdlicka, personally known to me and known by me to be the District Credit Manager at Portland, Oregon, of Standard Oil Company of California, who executed the within instrument on behalf of the said corporation and acknowledged to me that he executed the same freely and voluntarily.

IN WITNESS WHEREOF, I have hereunto set my hand and notarial seal the day and year in this certificate first above written.

MABEL H. COOK
Notary Public for Oregon

(SEAL)

My Commission expires: Dec. 26, 1949

ENDORSED:
File number 31[illegible]
Filed October 27, 1949

RECEIVED
NOV - 2 1949
FOR FILING

7-124(3)

3063

3063 Mrs Lewis

October 28, 1949

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of October 27 to which was attached three copies of a claim filed with ~~this~~ your office by the Standard Oil Company of California against Snook Brothers' Contract No. 3063 in the amount of $877.68.

This claim bears your file No. 3189.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
10-28-49 g.e.

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

October 27, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir;

We have received from Koerner, Young, Swett & McColloch, Attorneys at Law, and filed as of this date a notice of calim by Standard Oil Company of California, for materials consisting of petroleum and related products furnished in the sum of $877.68, to McCue & Plymale, a partnership, as a subcontractor of Snook Brothers, against the bond taken from the said Snook Brothers, as principal and the Maryland Casualty Company, as surety, in connection with Contract No. 3063, our file number 3189.

We are enclosing three copies of the claim for your information and filed.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry
Secretary of State

N:FA

Enc.

NOTED ON CARD
10-28-49 g. C

RECEIVED
OCT 28 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV - 2 1949
FOR FILING

9-124(3)

3063

Miss Lewis

October 27, 1949

Koerner, Young, Swett & McColloch
Attorneys at Law
800 Pacific Building
Portland 4, Oregon

Gentlemen:

This is to acknowledge your letter of October 25 to which was attached a carbon copy of a claim by Standard Oil Company of California against Snook Brothers' Contract 3063 for work on the Gold Beach Section of the Oregon Coast Highway in Curry County in the amount of $877.68. Your letter states that the original of this claim has been filed with the Secretary of State and is apparently the same claim filed with this office on April 28, 1949.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ md

KOERNER, YOUNG, SWETT & Mc COLLOCH
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND 4, OREGON

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
HARRY J. DeFRANCO
ALFRED H. CORBETT
GEORGE B. CAMPBELL
H. STEWART TREMAINE
JOHN P. BLEDSOE

DEY, HAMPSON & NELSON
1918 - 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 - 1947

October 25, 1949

Oregon State Highway Commission,
Salem, Oregon.

Re: Oregon State Highway Commission,
Contract No. 3063.

Gentlemen:

We are transmitting herewith a claim of Standard Oil Company of California in the amount of $877.68 together with interest thereon at the rate of 6% per annum from March 9, 1949, against the bond in which Snook Brothers is principal, and the Maryland Casualty Company is surety, given in connection with the contract between the State of Oregon acting by and through its State Highway Commission and Snook Brothers, No. 3063, relating to work on the Gold Beach section of the Oregon Coast Highway in Curry County, Oregon. This claim is based upon materials supplied by Standard Oil Company of California to McCue & Plymale, a partnership, subcontractors of the said Snook Brothers.

The original executed claim was filed with the Secretary of State.

Very truly yours,

Koerner, Young, Swett & McColloch

Enclosure

RECEIVED
OCT 27 1949
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM AGAINST BOND

To the State of Oregon, acting by and through the Oregon State Highway Commission:

Notice is hereby given that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, a Delaware corporation, duly qualified to do business in the State of Oregon, has a claim for materials consisting of petroleum and related products furnished to McCUE & PLYMALE, a partnership, as a subcontractor of Snook Brothers, against the bond taken from the said Snook Brothers, as principal, and the Maryland Casualty Company, as surety, in connection with Contract No. 3063 between Snook Brothers and the State of Oregon acting by and through its State Highway Commission, relating to the Gold Beach Section of the Oregon Coast Highway in Curry County, Oregon. The said claim is in the sum of $877.68 together with interest thereon at the rate of 6% per annum from March 9, 1949.

Dated this 24th day of October, 1949.

STANDARD OIL COMPANY OF CALIFORNIA

By Hrdlicka
District Credit Manager

STATE OF OREGON }
County of Multnomah } ss.

BE IT REMEMBERED on this 24 day of October, 1949, before me, the undersigned, personally appeared the within named E. A. HRDLICKA, personally known to me and known by me to be the District Credit Manager at Portland, Oregon, of Standard Oil Company of California, who executed the within instrument on behalf of the said corporation and acknowledged to me that he executed the same freely and voluntarily.

IN WITNESS WHEREOF, I have hereunto set my hand and notarial seal the day and year in this certificate first above written.

Mabel H. Cook
Notary Public for Oregon

My Commission Expires: Dec 26, 1949

RECEIVED
OCT 26 1949
FOR FILING

7-124(3)

3063

F/1-3

October 24, 1949

Maryland Casualty Company
Hanson & Rowland, General Agents
Puget Sound Bank Building
Tacoma, Washington

Attention: A. Van R. Schermerhorn

Dear Mr. Schermerhorn:

I have just received your letter of October 20, 1949, with further reference to Snook Bros.' Contract No. 3063 for the construction of the Gold Beach Section of the Oregon Coast Highway.

I have discussed it with Mr. J. M. Devers, the Highway Commission's Chief Counsel, and, in view of the information contained therein, together with the information given in your telegram, we are releasing all payments to Snook Bros. in connection with this job, including the semi-final and final.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:ts

cc - Snook Bros.
329 N. 10th Street
Corvallis, Oregon

cc - W. H. Hanks (2)
F. A. Carey

NOTED ON CARD
10-27-49 gc

to:
W. H. Hauke
F. A. Lucey

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.
GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

October 20, 1949

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 54930 - Snook Brothers - Contract No. 3063
Grading and paving of Gold Beach Section of Oregon
Coast Highway, Curry County, Oregon

Dear Sir:

Referring to your letter of the 13th received today, you are advised that the telegram which we sent you and confirmation of the same give over the seal of the Maryland Casualty Company operates to have the bonds of the Maryland Casualty Company remain in force as to any claims which have been properly filed and are a proper charge against the contract of Snook Brothers for the performance of the above job .

We of course can have no objections whatever to the State of Oregon withholding payment of the claims against this job which is of course a portection to the surety, We know that Snook Brothers have paid all claims against this job which they consider are properly chargeable to them, and the remaining claims are subject to dispute principally as to amount and Snook Brothers have offered the claimants the amount which they consider are properly due to the claimants. And it is very possible that these claims cannot be released until at the end of a law suit.

If the policy of the State of Oregon is not to pay the final payment to the contractor even though the surety consents to remain bound as to unsettled claims and consents to the payment of the final payment to the contractor which has the effect of keeping them bound, we of course can do nothing about it. We are sending a copy of this letter to Snook Brothers and asking them to advise you what disposition is to be made out these claims with respect to the final payment.

RECEIVED
OCT 24 1949
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents
A. Van R. Schermerhorn
A. Van R. Schermerhorn
Mgr., Surety Bond Dept.

cc: Snook Brothers
Corvallis, Oregon

AVRS:pjp

ACKNOWLEDGED
H. B. GLAISYER

10-24-49

RECEIVED
OCT 26 1949
FOR FILING

7-124(3)

[illegible]

Mrs [illegible]

October 21, 1949

Mr. Arthur Simonsen
1326 Dewey Avenue
Baker, Oregon

Dear Mr. Simonsen:

Reference is made to your letter of October 16, 1949, regarding your claim against Snook Bros. arising out of their contract for the improvement of the Oregon Coast Highway in Gold Beach.

My records disclose that this job is completed and that the work was accepted by the State Highway Commission at its meeting on September 21, however, final payment has not, as yet, been made. I believe the thing for you to do to protect your claim is to file a notice with the Secretary of State, in conformity with the provisions of the Oregon statute relating to the filing of claims against public work. I enclose excerpts from the laws governing this feature. By filing your claim with the Secretary of State, in conformity with this law, you protect yourself on the bond furnished by Snook Bros. in connection with the contract. If you do not file your claim with the Secretary of State, you could not hold the bond liable for your claim after a period of six months from the acceptance of the project by the State Highway Commission. That would mean about the 21st of March, 1950.

The job to which you refer is State Highway Contract No. 3063, and is described as grading and paving of the Gold Beach Section of the Oregon Coast Highway in Curry County. The bond furnished by Snook Bros. was written by the Maryland Casualty Company, for whom Hansen and Rowland, Inc., are local agents. Their local offices are at 611 Henry Building, Portland, and their main branch office is in the Puget Sound Bank Building, Tacoma, Washington.

I would suggest that you file your claim with the agent of the bonding company also. Of course, we would like to have a copy of it for our records and files. Trusting that your claim will be given prompt consideration, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
[illegible]

HBG:ts
Enc.

cc - F. A. Query

October 21, 1949

Maryland Casualty Company
Hansen & Rowland, General Agents
Puget Sound Bank Building
Tacoma, Washington

Attention: Mr. A. Van R. Schermerhorn

Dear Mr. Schermerhorn:

I enclose for your information a copy of a letter the State Highway Commission has received from Arthur Simonsen, Baker, Oregon, who states that he has a claim against Smeck Bros. in the amount of $1200.00, arising out of State Highway Contract No. 3063, for the construction of the Gold Beach Project, Curry County, Oregon.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts
Enc.

cc - Maryland Casualty Co.
Hansen & Rowland, Inc., Agents
611 Henry Building
Portland, Oregon

cc - F. A. Query

NOTED ON CARD

10-21-49 gl

Contract
3063
Snook Bros
Gold Beach job

Final est. not computed as of 10-20-49
Semi final as of 8-19-49 shows Total $75,923.01

No.				
11A	Semi final est.	$3951.51 (retainage reduced to 3%)	3% Retained	2,277.69
11	" "	$291.57 (for work done)		

#3067
Maryland Cas. Co.
Harlow & Rowland

RECEIVED
OCT 20 1949
OREGON
STATE HIGHWAY COMMISSION

1320 Dewey Ave.
Baker, Oregon.
Oct. 16, 1949

Oregon State Highway Dept.
Salem, Oregon,

Dear Sirs: Would appreciate any information you could give me as to final Estimate on Gold Beach job with Snook Brothers, as yet I haven't been paid in full by some ($1200) twelve hundred dollars, as I took a cut of over ($1700) seventeen hundred dollars to come to a settlement with them I don't want to get beat out of the above two, as the cut was taken to offset a loss they claimed although there was really no loss on my work.

I'm wondering what chance I have for collection if I'm not paid before highway department pays Snook Bros. however my contract called for payments when estimates were paid, so I suppose I can't collect before they are paid, although they never did live up to contract, which is the reason for the anxiety on my part. any information would be appreciated

Very Truly Yours
Arthur Simonsen

ANSWERED
H. B. GLAISYER

NOTED ON CARD
10-20-49

RECEIVED
OCT 19 1949
FOR FILING

FORM E-90 15M 12-48 27980

7-12.4(3.)
3065

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18th, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Mr. Lytle advises that he is unable to find any unpaid bills against Snook Brothers in connection with the Gold Beach job.

Arthur Simonsen, shovel owner and operator, states he has now reached a settlement with Snook whereby Snook has paid one-half the bill and will pay the balance as soon as he receives final payment from the State.

Very truly yours,

H. G. Smith
H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
OCT 19
FOR FILING

7-124 (2)

2-3

October 18, 1949

Snook Brothers
Post Office Box 687
Corvallis, Oregon

Gentlemen:

We acknowledge with thanks your letter received in this office October 17 enclosing a letter from the Clyde Equipment Company absolving your company of any further claim regarding the Clyde Equipment Company charges against McCue and Plymale. We presume that this is the claim filed by the Clyde Equipment Company on August 18 for parts and materials purchased by McCue and Plymale in the amount of $900.45.

This is in connection with your Contract 3063 for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md

cc - Maryland Casualty Company
Baltimore 3, Maryland

Hanson & Rowland, Inc.
611 Henry Building
Portland, Oregon

Clyde Equipment Company
1631 N. W. Thurman Street
Portland 9, Oregon

NOTED ON CARD

SNOOK
329 N. 19TH STREET
CORVALLIS, OREGON
PHONE 1003-W

PAUL SNOOK
7208 S. E. 18TH AVE.
PORTLAND 2, OREGON
PHONE FI 2041

Snook Brothers
GENERAL CONTRACTORS
HOME OFFICE:
CORVALLIS, OREGON
P. O. Box 687

Oregon State Highway Commission
Salem, Oregon

Re: Gold Beach Project
#3063

Gentlemen:

We are enclosing a release from Clyde Equipment Company absolving us from any further claim in connection with McCue and Plymale on the Gold Beach Highway Widening Project.

Yours truly,

SNOOK BROTHERS

M. V. Kingwell
M. V. Kingwell

Journal
[illegible] will [illegible]
send copy to county
record on card

RECEIVED
OCT 17 1949
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
10-17-49 [illegible]

CLYDE EQUIPMENT COMPANY

1631 N. W. THURMAN STREET
PORTLAND 9, OREGON

3410 FIRST AVENUE SOUTH
SEATTLE 4, WASHINGTON

PORTLAND 9, OREGON

October 13, 1949

Smook Bros.
Corvallis,
Oregon

Gentlemen:

Because of satisfaction of our account, we do hereby absolve you of any further claim regarding our charges against McCue & Plymale.

Yours very truly,

CLYDE EQUIPMENT COMPANY

Wright

R. W. Wright
Treasurer

RWW/jk

RECEIVED
OCT 17 1949
OREGON
STATE HIGHWAY COMMISSION

10-17-49 JC

RECEIVED
FOR FILING

3063

MARYLAND CASUALTY COMPANY
STEWART McDONALD, CHAIRMAN OF THE BOARD AND PRESIDENT

HANSEN & ROWLAND, INC.
SEATTLE - TACOMA - PORTLAND
GENERAL AGENTS

October 13, 1949

7-124(3)
3063

NOTED
H. B. GLAISY

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 54930 - Snook Brothers - Contract No. 3063
Grading and paving of Gold Beach Section of Oregon Coast Highway, Curry County, Oregon

Dear Sir:

This is confirmation of a wire sent you today, copy of which is enclosed, which states that the Maryland Casualty Company releases final payment by the Oregon State Highway Commission to Snook Brothers on the above contract.

Very truly yours,

MARYLAND CASUALTY COMPANY

By ______________________
Attorney-in-Fact

vh
Enc.

RECEIVED
OCT 17 1949
OREGON
STATE HIGHWAY COMMISSION

RVICE
of service desired;
this message will be
a full rate telegram

FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1206

JOSEPH L. EGAN, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

TIME SENT:
SENT BY:

10-13-49

Ha2 - Straight Wire

H B GLAISYER SECRETARY
OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

MARYLAND CASUALTY COMPANY CONSENTS TO RELEASE FINAL PAYMENT BY OREGON STATE HIGHWAY COMMISSION TO SNOOK BROTHERS ON CONTRACT NO. 3063

MARYLAND CASUALTY COMPANY
BY A. Van R. Schermerhorn
A. VAN R. SCHERMERHORN
ATTORNEY-IN-FACT

NOTED ON CARD
10-13-49, J
[illegible]

RECEIVED
OCT 14 1949
FOR FILING

1-134(3)

3063

October 13, 1949

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

Attention: Mr. A. Van R. Schermerhorn, Attorney-in-Fact.

Dear Sir:

This acknowledges your telegram of this date consenting to the release of the final payment to Snook Brothers, in connection with their contract No. 3063 with the State Highway Commission for construction of the Gold Beach Section of the Oregon Coast Highway.

We appreciate the information and wish to inquire what arrangements have been made to satisfy the outstanding claims against this job. I furnished you a list of these claims with my letter of October 10. Pursuant to the policy of this department we will have to withhold final payment until we receive satisfactory evidence that the claims have been satisfied. The voucher covering the final payment has not as yet been prepared but we anticipate that it will be ready for payment shortly.

In order to avoid any delay in transmission of the final warrant to the contractor our records should be cleared of these outstanding claims. Your advice with regard to them will be appreciated.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]:gl

cc: Mr. R. H. Hawke (2)
Mr. Floyd Query

NOTED ON CARD

10-13-49

ERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(20)

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

PRA046 PD=WUX TACOMA WASH 13 934A=

1949 OCT 13 AM 10 27

H B GLAISYER SECRETARY OREGON STATE HIGHWAY COMMISSION=

MARYLAND CASUALTY COMPANY CONSENTS TO RELEASE FINAL PAYMENT BY OREGON STATE HIGHWAY COMMISSION TO SNOOK BROTHERS ON CONTRACT NO 3063=

MARYLAND CASUALTY COMPANY BY A VAN R
SCHERMERHORN ATTORNEY-IN-FACT=

NOTE TO Shermerhorn
DATE 10/13

NOTED ON CARD
10-13-49

:3063=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
OCT 10 1949
FOR FILING

7-124(3)

October 10, 1949

Hansen & Rowland
General Agents
Maryland Casualty Co.
Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

Pursuant to your telegram of October 5, I enclose a list of the claims that have been filed in the office of the Oregon State Highway Commission against State Highway Contract No. 3063, awarded to Snook Bros. for construction of the Gold Beach Section of the Oregon Coast Highway. You will note that some of these claims have been paid and have been so marked. The balance is still outstanding, so far as this office has been advised.

Also, pursuant to instructions in your telegram, we are withholding future payments in connection with this job until further advised by you that it is satisfactory to release the warrants.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts
Enc.

cc - M. H. Hanks (2)
F. A. Query

October 5, 1949

Mr. Malcolm H. Hanke, Chief Accountant
Accounting Department

I have just phoned you concerning receipt of a telegram from the Maryland Casualty Company requesting that payment due Snook Brothers on October 8, under Contract No. 3063, covering the Gold Beach Project, be held up until further advised by the Maryland Casualty Company. Will you kindly put a "stop" on this payment, pursuant thereto, until further advised. I attach two copies of the telegram.

Secretary

MBG:[redacted]

cc - F. A. Query

Mr. Query: Note the above on card. Also, please give me a complete list of all claims filed against this job in the form requested by the surety.

SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

(48)

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

1949 OCT 5 PM 2 49

.PRA153 PD=WUX TACOMA WASH 5 226P=

H B GLAISYER SECY=
ORE STAGE HIGHWAY COM

NOTED
H. B. GLAISYER

CONTRACT NO 3063 SNOOK BROS COVERIN GOLD BEACH SECTION OF THE ORE COAST HIGHWAY PLEASE FORWARD US TODAY COMPLETE LIST OF ALL CLAIMS FILED AGAINST THIS CONTRACT GIVING NAME AND ADDRESS OF CLAIMANT AND AMOUNT OF MONEY CLAIMED DO NOT MAKE PAYMENT SCHEDULED OCT 8 UNTIL FURTHER ADVISED BY US MARYLAND CASUALTY CO=

HANSEN AND ROWLAND INC GEN AGENTS=

ENTERED
REGISTER

= 3063 8=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

LIST OF CLAIMS FILED AGAINST STATE HIGHWAY CONTRACT NO. 3063

Claimant	Amount	Address
Kessler Lumber Yard	$214.27 - - - Paid	Gold Beach, Ore.
W. W. Ostrander	120.50 - - - Paid	Pistol River, Ore.
Rogue Motors	No Amount Stated - - Paid	Gold Beach, Ore.
Norman Frye, Arthur Ray & William Johnson, by Collier H. Buffington, Atty.	3 months wages for each man	Gold Beach, Ore.
Standard Oil Co., by Koerner, Young, Swett & McColloch, Attys.	877.68	800 Pacific Bldg. Portland 4, Ore.
J. L. Parker	70.00 - - - Paid	Wedderburn, Ore.
Clyde Equipment Co., by Oscar Furuset, Atty.	900.55	605 Title & Trust Bldg., Portland, Ore.

An assignment of all monies due or to become due, except amounts retained on semi-final and final payments, was made to the Benton County State Bank, Corvallis, on 6-24-49.

FORM 2-90 15M 8-46 20082

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT:

To: Mr. Malcolm H. Hawke, Chief Accountant
Accounting Department

I have just phoned you concerning receipt of a telegram from the Maryland Casualty Company requesting that payment due Snook Brothers on October 8, under Contract No. 3063, covering the Gold Beach Project, be held up until further advised by the Maryland Casualty Company. Will you kindly put a "stop" on this payment, pursuant thereto, until further advised. I attach two copies of the telegram.

Secretary

HBG:ts

cc - F. A. Query ✓

Mr. Query: Note the above on card. Also, please give me a complete list of all claims filed against this job in the form requested by the surety.

PY

[illegible] Query
[illegible] Glaisyer, Secretary

W E S T E R N
U N I O N

1949 OCT. 5 PM 2 49

H. B. GLAISYER, SECY

ORE. STATE HIGHWAY COM.

CONTRACT NO 3063 SNOOK BROS COVERIN GOLD BEACH SECTION OF THE ORE COAST HIGHWAY PLEASE FORWARD US TODAY COMPLETE LIST OF ALL CLAIMS FILED AGAINST THIS CONTRACT GIVING NAME AND ADDRESS OF CLAIMANT AND AMOUNT OF MONEY CLAIMED DO NOT MAKE PAYMENT SCHEDULED OCT 8 UNTIL FURTHER ADVISED BY US MARYLAND CASUALTY CO.

HANSEN AND ROWLAND INC GEN AGENTS

RECEIVED
OCT 7 1949
FOR FILING

7-124 (3)

Salem, Oregon
October 6, 1949

Mr. H. G. Smith

Mr. Devers has advised me that he has two or three letters from Attorney S. P. Ness in connection with claims against Snook Brothers on their state highway contract at Gold Beach. In order that we may be in a position to close out this job when the final estimate is checked, will appreciate your having an investigation made to determine if there are unpaid labor or material bills against Snook Brothers for their Gold Beach job.

If the claims are against Snook Brothers other than the work on the state highway contract, we are not concerned.

W. C. Williams

WCW:hi
cc Mr. J. M. Devers
Mr. S. H. Probert
Mr. K. B. Lytle

FORM E-90 25M 1-49 28083

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1949

SUBJECT: Snook Brothers Gold Beach Job

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

I have had two or three letters from Attorney S. P. Ness of Portland who represents Snook Brothers in connection with their Gold Beach job. It appears from the correspondence that some claims are being urged against Snook Brothers and are being resisted by Snook Brothers on the ground that they are not claims for which they are liable.

I am told that some of these claims are not related to the job and some of them are debts due from commercial concerns from which Snook Brothers purchased materials.

It is my understanding of the law affecting this contract that the contractor can not be held responsible for the debts of materialmen from whom he purchases material.

I would like an opportunity sometime to go over this job with you for I am told the job is finished and the contractor is asking that final payment be made.

Very truly yours,

J M Devers
J. M. DEVERS

JMD:NH

RECEIVED
OCT 3 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

9-124(3)

3063

September 30, 1949

NOTED
H. B. GLAISYER

NOTED
F. QUER

Snook Brothers
P. O. Box 687
Corvallis, Oregon

Gentlemen:

We have received back properly signed our two estimate vouchers in your favor covering estimate 11 semi-final on contract No. 3063.

One voucher No. 16644 in the amount of $1,291.57 covered the work progress portion of this estimate and had attached the proper assignment form in favor of the Benton County State Bank in compliance with your assignment in this office. The other voucher covered the release of percentage only and therefore was not assigned.

I note, however, that you have removed the assignment form which was stapled to the first voucher and have evidently either destroyed it or retained it. The assignment is still in force so far as we are concerned covering payments on this contract up to the release of retained percentage. I am therefore forwarding for your signature a new assignment form as this is required on each separate voucher by the Secretary of State.

If by any change you have cleared up this assignment with the Benton County State Bank and do not wish the assignment to apply on this payment for $1,291.57, it will be necessary that we receive a written release of assignment from the Bank.

In the meantime, we are holding the voucher in question awaiting your reply.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

by Carl F. Smith
Carl F. Smith
Accounting Division

cfs/rs

cc H. B. Glaisyer ✓

RECEIVED
SEP 29 1949
FOR FILING

9-124(3)

3063

September 28, 1949

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Snook Brothers on contract No. 3063, covering the Gold Beach Section of the Oregon Coast Highway in Curry County, on or after October 8, 1949.

Two warrants are being prepared for this payment, one warrant covering Estimate No. 11, in the amount of $1,291.57, assigned to the Benton County Bank, with no release of retained percentage, the other warrant covering Estimate No. 11-A is in the amount of $3,951.51. The retained percentage is $2,277.69.

There are three claims filed against McCue & Plymale, subcontractors on this job, of which you have been previously notified.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon
Attn: E. A. Wride, Manager

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD
9-28-49 gC

RECEIVED
OCT 7 1949
FOR FILING

7-124(3)

3063

Mr Lewis

September 23, 1949

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

On September 19 Mr. Vernie Jarl of 438 South Roberts Avenue, Gresham, phoned this office stating that he had a claim against Snook Brothers' job in Port Orford for rock crushing equipment rented to them last fall. The amount of the claim was unstated.

We do not have a contract with Snook Brothers in Port Orford but it may be that Mr. Jarl was referring to Snook Borthers' Contract 3063 for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County, which contract was completed August 19 and accepted by the Commission September 21, 1949.

This information is furnished as the Maryland Casualty Company appears as surety on the bond executed in connection with Contract 3063.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

NOTED ON CARD
9-23-49 gc

RECEIVED
OCT 7 1949
FOR FILING

7-124 (3)

3063

September 23, 1949

Mr. Vernie Jarl
438 South Roberts Avenue
Gresham, Oregon

Dear Mr. Jarl:

This is to confirm your telephone call to this office on September 19 concerning an unstated amount owed you by Snook Brothers for rock crushing equipment rented to them last fall on their job in Port Orford.

We do not have a contract with Snook Brothers for work in Port Orford. They may, however, have been doing sub-contracting or other work. We do have a contract with them, No. 3063, for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County. This job was awarded to them on September 14, 1948; completed August 19, 1949; accepted by the Commission September 21, 1949. The surety on this contract is Maryland Casualty Company whose agent in this instance is Hansen and Rowland, Inc., 611 Henry Building, Portland.

We will record your claim and notify the surety and the contractor of its receipt.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
7-23-49 gl

3063
#46

Monday, September 19

Mr. Glaisyer:

Vernie Jarl, Gresham, phoned for contract no. & surety of Snook Bros'. current job in Port Orford because they rented them rock crushing equipment last fall and haven't been paid. Decided it must be the Gold Beach grading and paving job, Contract No. 3063, completed August 18 but not accepted yet, because the County is Curry, whereas other Snook jobs are Washington and Jackson Counties. Gave them the name of the surety, Maryland Casualty Company, Hansen & Rowland, 611 Henry Bldg. Portland.

J. M.

Query
note on card
no formal letter
DGS

HOLD ON CARD
9-19-49 gl

Form E-1—6M—7-40

7124(3)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 10, 1949

Section Gold Beach

Kind of work Grading and Paving

Highway Oregon Coast

Section prefix 8-1005

Contractor Snook Brothers

Contract number 3063

Date of contract Sept 14, 1948

Date of completion August 31, 1949

Date work started Oct. 27, 1948

Estimated date of completion ...., 19..

Amount of contract $ 83,056.00

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $ 76,809.51

Per cent of contract completed, based on total contract price ....%

Engineering cost to date $ 12,432.10, 16.2 - %

Date project was completed August 19, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men worked Tuesday and Wednesday completing Semi-Final estimate

The Semi-Final estimate was delivered to the division office Thursday

Geo.C.Mater poured the wall and footing on the Melville Porch Friday.

NOTED
H. W. LIBBY

W.H.Schweisow P.R.A. inspected the project Thursday A.M.

Signed Geo. C. Baker Resident Engineer

Address Box 741 Port Orford, Oregon

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.367	0.367		0.367	0.367
Miles partially completed					
Miles completed	0.367	0.367		0.367	0.367
Total estimated quantities					
Estimated quantities moved or placed to date	10,872.1	5,909		21.646 Tons	2316.756 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
SEP 12 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 38571

RECEIVED
SEP 12 1949
FOR FILING

7-124(3)

3063

File

J. L. PARKER
7½ MILES NO. OF ROGUE RIVER BRIDGE
ON 101 HIGHWAY
WEDDERBURN, OREGON

Sept 10. 1949

L. H. Warfield Staff Engineer
State Highway Commission
Salem Oregon

Dear Sirs,

Sence receiving your letter of Aug 22. regarding sidewalk on lot 1 block 1 Gold Beach, have heard nothing further.

Would like to know why the sidewalk was not put in along with all the rest?

Very truly yours,
J. L. Parker
J. L. Parker

answered by Williams

RECEIVED
SEP 12 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 12 1949
FOR FILING

F-124(-)
3063

File

September 8, 1949

Mr. J. L. Parker
Wedderburn, Oregon

Dear Sir:

In reply to your letter of August 19, relative to sidewalk in front of your property in Lot 1, Block 1, Gold Beach, you are advised that a sidewalk was not included in front of your property by reason of the fact that you did not contribute to the City any funds toward the City's expense of right of way, etc. All of the property owners on the west side of the street donated funds to the City, and on such properties the footpath was constructed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

Gold Beach Sect.
#3063

FORM E-50 15M 12-48 27990

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7th, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

I am attaching letter from Mr. Lytle explaining why the sidewalk was not constructed in front of J. L. Parker's property in Lot 1, Block 1, Gold Beach.

I assume by "sidewalk" everyone means the paved footpath.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

NOTED
W. C. WILLIAMS

FORM E-50 25M 1-49 26036

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 2, 1949

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon.

ATTENTION E. A. Pease

Dear Sir:

In regard to J. L. Parker's complaint that we did not pave the sidewalk in front of his property in Lot 1 Block 1, Gold Beach I have written Mr. Baker and in reply Baker advises as follows:

"In regards to the complaint of Mr. J. L. Parker about the 22 feet of sidewalk not being put in on Lot 1, Block 1 of Gold Beach, I was requested by Mayor Cartwright of the City of Gold Beach not to construct that portion of sidewalk. This request was also given to me verbaly by our legal counsel Mr. J. M. Devers on one of his visits to the job last fall.

It appears that Mr. Parker was the only property owner on the West side of the street who refused to help by donation of funds toward the city ###### expence of right of way on the east side of the street. And the City decided that he should be required to bear the cost of the mentioned sidewalk.

I talked with Mayor Cartwright again last Thursday, after receiving Mr. Smith's letter, to make sure I had not made a mistake. He assured me that I had acted in accordance with the City's disires and that the City Council was planning to go ahead with their plans.

At no time did Mr. Parker question me about the walk nor to my knowledge attempt to consult me about it."

Very truly yours,

K. D. Lytle

K. D. Lytle
Division Engineer

RECEIVED
AUG 30 1949
FOR FILING

F-124(3)

3-1-3

OSCAR FURUSET
ATTORNEY AT LAW
605 TITLE AND TRUST BUILDING
PORTLAND, OREGON

August 26, 1949

We wrote letters
on claim 1st submitted
to us on Aug 18

Paul Snook and Louis Snook, copartners
doing business under the name of Snook Brothers
329 North 18th Street
Corvallis, Oregon

Gentlemen:

I have not received a reply to my letter of August 17th regarding the account of $900.55 owed the Clyde Equipment Company by McCue & Plymale for which I asked payment by you or the bonding company. Will you please advise by return mail what action, if any, you intend to take on this account. I am sending a copy of this letter to the Maryland Casualty Company and also again to the State Highway Commission.

Yours very truly,

/s/ Oscar Furuset

Oscar Furuset

REFERRED TO
SECRETARY

OF:S

RECEIVED
STATE [illegible]

Copy to Maryland Casualty Company
% Hanson & Rowland
Portland 4, Oregon

Oregon State Highway Commission (Re: contract No. 3063)
Salem, Oregon

RECEIVED
AUG 22 1949
FOR FILING

F-124 (3)

3063

August 22, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advice you that work was completed on August 19, 1949 on Contract No. 3063, Gold Beach Section in connection with Federal Aid Project No. F-124 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

cc: John Cattrall

[illegible]

RECEIVED
AUG 22 1949
FOR FILING

[illegible]

August 22, 1949

Mr. J. L. Parker
Wedderburn,
Oregon

Dear Sir:

We are referring your letter in regard to the sidewalk in Gold Beach to our Construction Engineer for an investigation and for such action as is necessary.

If possible, you will be contacted at the time the investigation is made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW/gd

cc: H. G. Smith

J. L. PARKER
7½ MILES NO. OF ROGUE RIVER BRIDGE
ON 101 HIGHWAY
WEDDERBURN, OREGON

Aug. 19. 1949

Oregon State Highway Commission,
State Houe
Salem Ore.

Dear Sirs,

Snook Bros, has finished the job of paving the street & sidewalks in Gold Beach Ore. with the exception of 22 ft of sidewalk on the Lot 1 Block 1 in the center of Gold Beach.

I have taken the matter up with Mr Snook & he states that he had orders to skip it, but he would not say who gave the order to skip it, I have enquired of everyone conserend but have faild to find anyone that ordered it not paved.

I am very anxious to have it paved like the rest of the sidewalks in Gold Beach, could you tell me why it was not paved along with the rest of the sidewalks?

Yours very truley

J L Parker
J. L. Parker

RECEIVED
AUG 2 [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 29 1949
FOR FILING

3063

[illegible]

August 18, 1949

Mr. Oscar Furuset
Attorney at Law
605 Title and Trust Building
Portland, Oregon

Dear Mr. Furuset;

This is to acknowledge receipt of a carbon copy of your letter of August 17 addressed to Snook Brothers requesting payment in the amount of $900.55 for parts, materials and equipment rental furnished by the Clyde Equipment Company of Portland to McCue & Plymale who have apparently acted as subcontractors for Snook Brothers under their Contract 3063 for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County.

We note that copies of your letter have been sent to the Maryland Casualty Company who executed the bond on this contract. As a matter of regular procedure we are also advising the surety and the contractor of the receipt of the claim in this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
8-1[illegible]-49

OSCAR FURUSET
ATTORNEY AT LAW
605 TITLE AND TRUST BUILDING
PORTLAND, OREGON

August 17, 1949

Paul Snook and Louis Snook, copartners
doing business under the name of Snook Brothers,
329 North 18th Street
Corvallis, Oregon

Gentlemen:

In behalf of the Clyde Equipment Company, of Portland, Oregon, I am herewith demanding payment from you as principal contractor ofthe sum of $900.56 owed that company by McCue & Plymale (a copartnership composed of Marvin McCue and Don Perry Plymale), for parts and materials for machinery and equipment and for rentals of equipment used by them in the prosecution of their work as subcontractors under you on the Gold Beach section of the Oregon Coast Highway in Curry County, Oregon, pursuant to the terms of your contract (No. 3063) with the Oregon State Highway Commission.

I am sending you herewith a statement of the account, and request payment at an early date. I am sending copies of this letter to the Maryland Casualty Company, care Hansen & Rowland, its General Agent, which company wrote your bond in connection with the above numbered contract, and also to the State Highway Commission. ✓

Yours very truly,

Oscar Furuset

Oscar Furuset

RECEIVED
AUG 18 [illegible]
OREGON
STATE HIGHWAY COMMISSION

OF:S
Enclosure

Copy to State Highway Commission
Salem, Oregon

REFERRED TO
SECRETARY

RECEIVED
AUG 29 1949
FOR FILING

3063

Mrs. Lewis

August 18, 1949

Maryland Casualty Company

Baltimore 3, Maryland

Gentlemen:

This is to advise that we have today received a notice of claim sent to this office by Oscar Furuset in behalf of Clyde Equipment Company for parts, materials and equipment rental furnished McCue and Plymale in the amount of $900.55.

Mr. Furuset's letter states that McCue and Plymale operated as subcontractors under our contract No. 3063 with Snook Brothers for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County.

Although it appears that notice of this claim has already been sent to you by Mr. Furuset, this letter is to advise a copy of the claim has been received in this office.

According to our records the Maryland Casualty Company appears as surety on the bond executed in connection with Contract 3063.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

NOTED ON CARD
8-15-49

RECEIVED
AUG 9 1949
FOR FILING

Mrs Lewis

7-124 (3)

3063

August 8, 1949

Maryland Casualty Company

Baltimore 3, Maryland

Gentlemen:

This is to advise that we have received a letter from J. L. Parker stating that he had received a check from Snook Brothers on July 29 in the amount of $70. This is in connection with Mr. Parker's claim filed with this office on July 25 for the same amount of money against Contract 3063 with Snook Brothers for work on the Gold Beach Section of the Oregon Coast Highway in Curry County.

This information is furnished as the Maryland Casualty Company provided the bond executed in connection with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

NOTED ON CARD
8-8-49, gk

Mrs Lewis

August 8, 1949

Mr. J. L. Parker

Wedderburn, Oregon

Dear Mr. Parker:

We acknowledge with thanks your letter dated August 3rd advising that your bill in the amount of $70 with Snook Brothers was paid on July 29.

This is in connection with your claim for the same amount filed against Contract 3063 for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

8-8-49

J. L. PARKER
7½ MILES NO. OF ROGUE RIVER BRIDGE
ON 101 HIGHWAY
WEDDERBURN, OREGON

RECEIVED
AUG [illegible]
OREGON
STATE HIGHWAY COMMISSION

Augustb 3, I949.

H.B.Glaisyer
Oregon State Highway Commission.
Salem, Oregon.

Dear Mr. Glaisyer;-

Your letter of July 27, received in regard to our letter of July 2I, regarding bill amounting to $70.00 with contract 3063 with Snook Bros. We received a check for same July 29,I949 thanks very much .

Yours Very Truly,
(Mrs) J.L. Parker
Mr. J.L.Parker

Guaranty noted on card prepare usual letter notifying [illegible] to treasurer [illegible]

NOTED ON CARD
8-8-49

Files

Mrs Lewis
hold for reply from
Parker

August 3, 1949

Unsok Brothers
Box 687
Corvallis, Oregon

Gentlemen:

We have your letter dated July 29, advising that your check No. 3667, in the amount of $70, was mailed to Mr. J. L. Parker, of Wedderburn, on July 25, 1949, in payment of a claim which he had filed against your contract No. 3063.

We are today writing to Mr. Parker asking for his confirmation so that the claim will be stricken from the records.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RBG-FAQ:eu

FILED ON CARD

8-3-49

August 3, 1949

Mr. J. L. Parker
Wedderburn
Oregon

Dear Mr. Parker:

We have today been advised by Snook Brothers that their check No. 3667, in the amount of $70, was mailed to you on July 25, in payment of a claim filed with this office on the same date for 200 yards of sand in the amount of $70.

Will you please advise if the check has been received so that we may close the account on our records.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:FAQ-ee

NOTED ON CARD

8-3-49 gE

SNOOK
N. 18TH STREET
CORVALLIS, OREGON
PHONE 1003-W

PAUL SNOOK
7205 S. E. 18TH AVE.
PORTLAND 2, OREGON
PHONE FI 2041

Snook Brothers
GENERAL CONTRACTORS
HOME OFFICE:
CORVALLIS, OREGON

Box 687

July 29, 1949

Oregon State Highway Commission
Salem, Oregon

Re: Contract 3063✓
J. L. Parker, Wedderburn

Gentlemen:

This is to notify you that we mailed our check Number 3667 in the amount of $70.00 to Mr. J. L. Parker of Wedderburn, Oregon on July 25, 1949.

Please let us know if Mr. Parker does not release us from this claim within the next few days.

Yours truly,

SNOOK BROTHERS

M. V. Kingwell
M. V. Kingwell

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland, Oregon

query
follow up

NOTED ON CARD
8-1-49

RECEIVED
AUG - 1 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28
FOR FILING

7-124(3)

3063

3063

Mrs Lewis

July 27, 1949

Mr. J. L. Parker

Wedderburn, Oregon

Dear Mr. Parker:

This is to acknowledge your letter of July 21 advising that on the first of July you had furnished Snook Brothers 200 cubic yards of sand on their Gold Beach paving job and that to date have been unable to collect the bill amounting to $70.00. This appears to be in connection with Contract 3063 with Snook Brothers for grading and paving the Gold Beach Section of the Oregon Coast Highway in Curry County.

The surety on this contract is the Maryland Casualty Company whose agent on this particular job is Hansen and Rowland, Inc., 611 Henry Building, Portland, Oregon.

Your claim will be noted on our records and we will also advise the surety of its receipt.

If you feel that it is necessary to protect your claim beyond the period of six months after the job has been completed and accepted it is suggested that you file your claim with the Secretary of State. An excerpt from the Oregon Law outlining the procedure is enclosed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[redacted]
Enc.

NOTED ON CARD

7-27-49 gl

J. L. PARKER
7½ MILES NO. OF ROGUE RIVER BRIDGE
ON 101 HIGHWAY
WEDDERBURN, OREGON

July 21. 1949

3063

State Highway Commission
State House,
Salem Oregon

Dear Sirs,

On the first of this month I sold Snook Bros, Contractors of Gold Beach paving job, 200 yds, of sand, so far I have been unable to collect.

Would you please advise me? the total ammount of the bill is $70.00

Yours very truly
J L Parker
J. L. Parker

[illegible]

RECEIVED
JUL 25 1949
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
7-25-49

RECEIVED
JUL 29 1949
FOR FILING
7-124 (3)

3063

Mrs. Lewis

July 27, 1949

Maryland Casualty Company

Baltimore 3, Maryland

Gentlemen:

We have received a letter from J. L. Parker of Wedderburn, Oregon, advising that on the first of July he had sold Snook Brothers 200 yards of sand amounting to $70.00, and that to date he has been unable to collect this amount.

This appears to be in connection with Contract 3063 with Snook Brothers for grading and paving the Gold Beach Section of the Oregon Coast Highway in Curry County.

This information is furnished as the Maryland Casualty Company appears as surety on the bond executed in connection with Contract 3063.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml

cc - Hanson & Rowland, Inc.
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

[illegible]

7-27-49 gr

RECEIVED
JUL 26 1949
FOR FILING

F-124(3)

3063

July 22, 1949

Mr. Ben R. Chandler
101 North Broadway Street
Coos Bay, Oregon

Dear Mr. Chandler:

On July 21, Messrs. Williams, Lytle, and H. G. Smith inspected the progress of work in Gold Beach, which is under contract to Sneck Bros. Mr. Williams makes the following report on this project.

All work on the project, with the exception of the asphaltic concrete surfacing, is complete. The crushed base surfacing has been primed with emulsified asphalt, and an excellent job has been obtained. There is a slight mulch of rock scattered over the prime coat, but that is normal on a prime operation such as this. The contractor has been ordered, and he has agreed, to broom off this excess rock, so that the street surface will be in better condition for the traveling public while the asphaltic concrete is being placed.

The contractor has a very small paving plant on this job, it having an output of only about 11 tons per hour. The contractor, however, is operating about 11 hours daily and expects to average between 125 and 150 tons daily. He has a total of 2,400 tons to place, and this he should easily do in 20 working days. While the progress on this project may seem slow, Mr. Williams is of the opinion there is no question that the contractor will complete the project by his time limit which is August 11.

However, we will keep a very close check on this job, and if for any reason it appears that the contractor will not be able to complete it, we will offer to rent the contractor a state paving plant which will assure completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ms/gd
cc: T. H. Banfield
Chas H. Reynolds
W. C. Williams

RECEIVED
JUL 13 1949
FOR FILING

7-124(3)

3063

July 13, 1949

Mr. Oscar Furuset
605 Title and Trust Building
Portland, Oregon

Dear Mr. Furuset:

As requested in your letter of July 11 we are enclosing herewith a certified copy of Contract No. 3063 held by Smook Brothers.

There is no charge for this copy, but as required by law we must request that you furnish an affidavit of claim to justify sending the copy of the contract and bond to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

OSCAR FURUSET
ATTORNEY AT LAW
605 TITLE AND TRUST BUILDING
PORTLAND, OREGON

REFERRED TO Geary BY SECRETARY

send him certified copy of contract & bond. Tell him "no charge" but we must have statement of damages as required by law. HBG

July 11, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I wish to acknowledge receipt of your letter of July 1, 1949, regarding the Commission's contract No. 3063 held by Snook Brothers of Corvallis.

I asked the Maryland Casualty Company for a copy of the bond, and their agents Hansen & Rowlands, Inc. state that it is not their custom to furnish copies of bonds executed by them to persons expecting to make claims against "our company", and also that the proper place to a secure a copy of the bond is the Oregon State Highway Commission.

Will you please furnish me with a copy of that bond, and if there is any expense in connection therewith please send me a bill and I will promptly remit.

Thanking you to give this your early attention, I am,

Yours very truly,

Oscar Furuset

Oscar Furuset

RECEIVED
JUL 12 1949
OREGON
STATE HIGHWAY COMMISSION

OF:S

RECEIVED
JUL 12 1949
FOR FILING

F-124(3)

3063

[illegible]

July 5, 1949

W. M. Burkhart, Cashier
Benton County State Bank
Corvallis, Oregon

Dear Mr. Burkhart:

In your letter of June 23, 1949, you transmitted an assignment of claim in duplicate, whereby Snook Bros. assigned to the Benton County State Bank, Corvallis, Oregon, all monies due or to become due them, except amounts retained on semi-final and final payments in connection with their contract, No. 1241, for grading and paving the Gold Beach Section of the Oregon Coast Highway in Curry County.

Having previously received the consent of the Maryland Casualty Company to this assignment without prejudice to the bond that it wrote in connection with this contract, we will be pleased to honor the assignment. Our Chief Accountant has already been instructed accordingly. Future warrants issued in connection with this job, except those covering semi-final and final payments, will be prepared in conformity with the provisions of the assignment, and mailed to the Benton County State Bank.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:te

cc - M. H. Hawke (2)
F. A. Query

NOTED ON CARD
7-5-49

original of consent of surety filed in Cont 3062
original of assignment filed in Contract 3063

Mr. Hawke: The duplicate copy of the assignment referred to in the above, was sent to you in Friday's morning mail, and receipt of the same has been acknowledged by Mr. Carl Smith. I previously forwarded to you a copy of the surety's consent to the assignment. The original of the assignment and the original of the surety's consent are being retained in this office for filing in the contract to which it refers.

JOHNSON, PRESIDENT E. E. JOHNSON, SENIOR VICE PRESIDENT H. C. WHITE, VICE PRESIDENT & CASHIER

Benton County State Bank

Corvallis, Ore.

June 23, 1949

Copies to-
R. H. Baldock
[illegible]

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Acting upon Mr. Carl F. Smith's instructions to us, we are enclosing assignment of claim in duplicate by Snook Brothers on their contract No. 3063. It is the intention of Snook Brothers and this bank to take a blanket assignment on this estimate and further estimates, exclusive of final and retained percentages.

Mr. Snook indicates to us that the contract No. 3062 is complete, except for final estimates and that there will be no further estimates submitted. We are, therefore, not including an assignment on this contract inasmuch as Mr. Smith indicated that he would honor the assignment already on file.

Acting further upon Mr. Smith's instructions, we have written the surety company asking them to amend their consent to name the bank as assignee. I trust this will reach you in due time.

Very truly,

W M Burkhart

W. M. Burkhart
Cashier

NOTED ON CARD
2-5-48
es

WMB:C
Encls.

NOTE TO Hawks
DATE 7/1/49

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JUL 6 1949
FOR FILING
F-1-4(3)
3013

File

Salem, Oregon
July 5, 1949

Mr. Earl Saling

Reference is made to your letter of May 26, File 9044, relative to J. O. Melville property at Gold Beach.

I am advised by the Resident Engineer that he has partially backfilled the north end of the porch and will complete the backfilling entirely when the contractor has completed the sidewalk. The Engineer also advises that he will place some asphaltic concrete surfacing against the footing at the south end of the porch to protect this portion.

Inasmuch as the south end of the porch is on state's property and is there by easement, it would seem that we have taken all reasonable means to protect this property.

W. C. Williams

WCW:[illegible]

FORM 5-65 15M 12-48 27900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 20, 1949

SUBJECT: Melville Property
Gold Beach

To:

W. C. Williams
Ass't. Chief Engineer

NOTED
W. C. WILLIAMS

Dear Sir:

I have received a letter from George Baker regarding the Melville propert in Gold Beach. I am attaching a copy and hope it will answer your question.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

kdl;g

enc

RECEIVED
JUN 21 1949
OREGON
STATE HIGHWAY COMMISSION

COPY

FORM E-30 15M 12-46 27986

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Port Orford, Oregon
June 7, 1949

SUBJECT: Melville Property
Gold Beach, Oregon

To:

Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

Dear Sir:

In regard to Mr. Williams letter relative to the Melville property in Gold Beach as I suggested in my letter to Mr. Devers, May 14, 1949, the extra width excavation at the North end of the porch has been partially corrected by backfilling and will be completed when Snook Brothers complete the sidewalk also at that time I intend to work the asphaltic concrete surfacing up to and against the footing at the South end of the porch to protect the supporting earth from weather and sloughing. In answer to Mr. Williams question as to why the south end of the porch protrudes into the Right of Way I refer you to a letter addressed to Mr. Williams from J. M. Devers which states:

"The State shall grant and give to the Grantors an easement or permission to maintain the existing porch on the premises herein described to the extent that said porch now encroaches on said property. Said permit or easement shall be in full force and effect during the life of said existing porch."

Very truly yours,

Geo C. Baker
Resident Engineer

RECEIVED
AUG 4 1949
FOR FILING

F-124(3)

3063

Benton County State Bank

June 24, 1949

M. H. Hawke

Attention: Carl F. Smith

I hand you herewith photostatic copy of the assignment given by Snook Brothers to the Benton County Bank, covering the proceeds of monthly estimate No. 3, in connection with State Highway Contract No. 3062. I also hand you a copy of a letter from the Maryland Casualty Company consenting to the assignment of a specific earned progress estimate given by Snook Brothers during the progress of the work under this contract, No. 3062, and also those earned under Contract No. 3061, although the assignment does not apply to the final estimate or retained percentages.

Will you please bear that in mind in connection with the assignment of future estimates on both jobs.

Secretary

HBG:ts

original of assignment and consent of surety filed in Cont. 3662

NOTED ON CARD
7-5-49
eo

PRESIDENT   E. E. JOHNSON, SENIOR VICE PRESIDENT   H. C. WHITE, VICE PRESIDENT & CASHIER

Benton County State Bank

Corvallis, Ore.

REFERRED TO
H. Hawke, Chief Accountant

June 20, 1949

363

Oregon State Highway Commission
Accounting Division
319 State Office Building
Salem, Oregon

Gentlemen:

I am enclosing Snook Brothers earned estimate No. 3 performed under their contract No. 3062, together with an assignment in our favor for the full amount due under the estimate.

The bonding company's consent to the assignment has, we understand, been forwarded direct to you and is in your file.

We shall be pleased to receive your remittance for this estimate.

Very truly,

W M Burkhart

W. M. Burkhart
Cashier

WMB:C
Encls.

[illegible]

7-5-49
eo

FORM E-123X 9M 1-47

RECEI ED
AUG 4 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 21, 1949

E-124(3)

3063

NOTED
H. B. GLAISYER

NOTE TO Campbell
DATE 6/24

Benton County State Bank

Corvallis, Oregon

ATTENTION: W. M. Burkhart, Cashier

Gentlemen:

This letter confirms my telephone conversation of today with your assistant.

Please refer to your letter of June 1 requesting a supply of Assignment of Claim blanks and to my reply of June 3. In my reply, the closing paragraph suggesting that in case the blanks were to be used in connection with assignments on our unit price contracts, you contact Mr. H. B. Glaisyer, the Commission's secretary as these assignments had certain requirements. Apparently your bank did not contact Mr. Glaisyer but I find that he did receive direct a consent of surety, which did not mention the name of the assignee, to a blanket assignment of the proceeds on each of two contracts with Snook Brothers, our Nos. 3062 and 3063 covering all money due or to become due excepting the release of retained percentage.

I have just received in the mail, properly signed, our voucher No. 10178 for $5,905.12 covering Estimate 3 on Contract 3062 together with a single copy signed assignment form given by Mr. Snook in favor of your bank for the amount of this estimate.

Taking into consideration the surety company's letter, it would appear that Snook Brothers wished to assign the current months' payments on these two contracts as well as on future payments up to the release of the retained percentage. Acting upon these assumptions I am enclosing in quintuplet, blanket assignment forms for each of these two jobs made out in favor of your bank. If such an assignment is the wish of the contractor and your bank, please execute two copies of each of the blanket assignments and return them direct to H. B. Glaisyer, Secretary, Oregon State Highway Commission, 319 State Office Building, Salem, Oregon. This will leave on each job one copy of the assignment for your files, one for the files of the surety company, and one for the contractors files. Although Mr. Glaisyer did not mention the necessity or desirability of any further consent by the surety company company, I would nevertheless suggest if agreeable to you, that the surety be asked to submit a revised consent to these blanket assignments definitely showing your bank as the assignee.

In the meantime, this present voucher is being passed honoring the assignment and in this case, the original signed blank is being passed to Mr. Glaisyer's files and a certified copy will be sent to the Secretary of State with the voucher.

The estimate voucher in the amount of $3,543.30 covering Estimate 8 on Contract 3063 was mailed to the contractor for signature either last night or this morning. In case this is returned through your ban, as in the case of Contract 3062, we would appreciate receiving two signed copies of the individual assignment form covering that particular voucher.

In case these blanket assignments are executed and submitted, future monthly estimate vouchers on each of these jobs will be written up, assigned, and assignment forms attached at the time of writing. These will then be signed by the contractor when signing the voucher and it will not be necessary that they go through your bank's hands. The original blanket assignments will be filed with the contract for your protection but the Secretary of State's office requires the individual signed forms on each separate assigned voucher.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

by Carl F. Smith
Carl F. Smith
Accounting Division

cfs/rs
cc H. B. Glaisyer ✓
D. B. Taylor

MARYLAND CASUALTY COMPANY

Tacoma, Washington
June 7, 1949

Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 3062 - Gales Creek Bridge Gales Creek, Oregon - Snook Brothers, Contractors

Contract No. 3063 - Gold Beach Highway Gold Beach Oregon - Snook Brothers, Contractors

Gentlemen:

Maryland Casualty Company, surety on the above bonds heretofore furnished by the Snook Brothers for the performance of the two contracts hereby consents to the assignment of the specific earned progress estimates given to Snook Brothers during the progress of the work, its being specifically understood that this consent does not apply to the final estimate or retained percentages.

Very truly yours,
MARYLAND CASUALTY COMPANY

by /s/ A. Van R. Schermerhorn

A. Van R. Schermerhorn
Attorney-in-Fact

RECEIVED
AUG 4 1949
FOR FILING

F-124(3)

3063

June 9, 1949

Maryland Casualty Company
Tacoma, Washington

Attention: Mr. A Van R. Schermerhorn
Attorney-in-Fact

Gentlemen:

In today's mail I received from you your letter of June 7, 1949, stating that the Maryland Casualty Company, Surety on the bond furnished by Snook Brothers in connection with Oregon State Highway Contracts, Nos. 3062 and 3063, consents to the assignment of the monthly progress payments in connection with both of these jobs, but it does not consent to the assignment of the final estimate or retained percentages.

The State Highway Commission has, as yet, received no request for the assignment of funds in connection with these jobs. Neither has the Commission received any indication that the assignment of funds is in prospect. Moreover, you do not state in your letter to whom the assignments are to be given. However, we shall be pleased to honor the assignments when received, if prepared on our standard form of assignment.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - F. A. Query

NOTED ON CARD

W. T. HANSEN, PRES. I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

June 14, 1949

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

NOTED
H. B. GLAISYER

Oregon State Highway Commission
Salem, Oregon

Re: Snook Brothers - Contract Nos. 3062 and 3063

Gentlemen:

Our letter of June 7, which you received was supposed to have been sent to the Benton County State Bank who would have in turn sent it to you. We are advising the Benton County State Bank that the letter went to you instead and are forwarding them a duplicate original of the same.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn
Mgr., Surety Bond Dept.

AVRS:ss

RECEIVED
JUN 16 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

File

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 24, 1949

MR. BEN R. CHANDLER, MEMBER
OREGON STATE HIGHWAY COMMISSION
101 N. BROADWAY STREET
COOS BAY, OREGON

OILING EQUIPMENT ENROUTE TODAY FROM EUGENE TO GOLD BEACH TO APPLY OIL PRIME COAT ON ALL OF GOLD BEACH PROJECT. THIS WILL ELIMINATE DUST NUISANCE WHILE ASPHALTIC CONCRETE PAVEMENT IS BEING CONSTRUCTED.

R. H. BALDOCK

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
FOR FILING
ALASKA
MONTANA
OREGON
IDAHO

F-124(3)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P.O.Box 3900
PORTLAND 8, OREGON

June 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for your file is an executed copy of an agreement for Oregon F-124(3), Gold Beach Section of the Oregon Coast Highway in Curry County.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
JUN -3 [illegible]
OREGON
STATE HIGHWAY COMMISSION

ed 1946)

7687

State Oregon

Federal Aid Project No. F-124(3)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of June, 1949, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 11th day of July, 1945, a program, which was approved on the 4th day of September, 1945, for the project hereinafter described; and

Whereas the Highway Department, in accordanee with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 26th day of August, 1948; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-three thousand and 00/100 dollars ($53,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 3+40 N approximately 560 northerly and easterly from the center line of Gauntlett Street and survey station 16+00 S approximately 30 feet southerly from the center line of Second Street, all in Gold Beach, without exception., length 0.3670 miles, in Curry County, being Oregon Federal Aid project No. F-124(3), consisting of 0.367 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

RECEIVED
MAY 27 1949
OREGON DISTRICT

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-three thousand and 00/100 dollars ($53,000.00), which does not exceed the authorized Federal pro rata share of eighty-nine thousand two hundred forty-four and 10/100 dollars ($89,244.10), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Ben R Chandler

Member, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest
SECRETARY

[illegible]

Assistant STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

RECEIVED
MAY 27 1949

RECEIVED
JUN 2 1949
FOR FILING

F-124(3)

3063

File

Salem, Oregon
June 1, 1949

Mr. K. D. Lytle

You have a copy of Mr. George C. Baker's report to Mr. Devers, relative to the condition in which the property of J. O. Melville was left at Gold Beach.

Nothing was stated in Mr. Baker's report as to what would be done to repair damage by the contractor, which damage it was stated, "The contractor, Snook Brothers, did excavate about a foot beyond the right of way line at the North end of the porch, which was not necessary." I also would like to know why the south end of the porch protrudes into the right of way and whether there is any obligation on the part of the state to construct a footing under this portion, which Mr. Baker states "may slough and cause damage."

A little more complete report on this matter will be appreciated.

W. C. Williams

WCW:me

cc Mr. George C. Baker
Resident Engineer
Port Orford, Oregon

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 26, 1949

File No. 9044

Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In accordance with our conversation of the afternoon of May 25th, I am enclosing, in duplicate, copies of J. O. Melville's letter of May 6th, and Geo. Baker's report thereon of May 14th.

When your recommendations have been made or Mr. Melville is fully satisfied, will you please advise this office.

Yours very truly,

J. M. DEVERS

By Earl F. Saling

EARL F. SALING

EFS/bdr
Enc.

P
Y
FORM E 30X 18M 11-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Port Orford, Oregon
May 14, 1949

SUBJECT: R/W File No. 9044

To:
J. M. Devers,
Chief Counsel
Salem, Oregon

Dear Sir:

In answer to your request made in your letter of 5-11-'49, Mr. Baumback was not the contractor removing the dirt. The excavation in question was made by Snook Brothers on the street project.

Mr. Melville insists that it was definitely understood that there would be no excavating beyond the right of way line, however the option which he signed specifically stated a slope easement of five (5) feet for the period of construction and also the final agreement, which he signed, contained nothing restricting the construction of slopes beyond the right of way line. The contractor, Snook Brothers, did excavate about a foot beyond the right of way line at the North end of the porch, which was not necessary. This can be taken care of by replacing and compacting dirt. But at the South end of the porch, which protrudes into the right of way, there is a probability that the dirt supporting the porch footing may slough and cause damage. North of the porch the ground was sloped back about three feet under my direction.

Very truly yours,

Geo. C. Baker (Signed)
Geo. C. Baker
Resident Engineer

cc: K. D. Lytle

P
Y

Box 124
Gold Beach, Oregon
May 6, 1949

J. M. Devers
State Highway Commission
Salem, Oregon

Dear Sir:

The work done in rebuilding the steps and wall of our front porch is entirely satisfactory.

However I should like to complain at this time that the contractors removed more dirt from in front of the porch than was necessary leaving the cement foundation without any support. They also removed more land on the North side of the property than the 29.8 ft. that the contract called for and sloped that section which was specifically forbidden.

We feel that some adjustment should be made toward supporting the porch and holding the land which was cut away.

Sincerely yours,

J. O. Melville (Signed)

RECEIVED
JUL 21 1949
FOR FILING

6-12441-1

7063

W

Salem, Oregon
May 24, 1949

Mr. R.H. Baldock

I hand you herewith, for further handling, four approved copies of an option for cooperative construction project in the City of Gold Beach, particularly covering improvement of the following streets:

Moore Street from Oregon Coast Highway to Colvin Street
Colvin Street from Moore to Caughell Street
Gauntlett Street from Colvin Street to Oregon Coast Highway
Caughell Street from Colvin Street to Oregon Coast Highway
(A total distance of approximately 0.26 miles)

The agreement provides the City shall pay to the State $9800 ten days after demand.

The original copy of this option has been retained in this office for the Commission's files, and a copy has also been mailed to the City Recorder of Gold Beach, and one copy to the Secretary of State.

Secretary

rn
attach: 4

May 24, 1949

Mr. B.I. Mather
City Recorder
Gold Beach, Oregon

Dear Sir:

Enclosed herewith for the City's records and files is an approved copy of the "Option for Cooperative Construction Project" in the City of Gold Beach, particularly covering improvement of the following described streets,

Moore Street from Oregon Coast Highway to Colvin Street
Colvin Street from Moore to Caughell Street
Gauntlett Street from Colvin Street to Oregon Coast Highway
Caughell Street from Colvin Street to Oregon Coast Highway
(A total distance of approximately 0.26 miles)

This option was approved and accepted by the State Highway Commission at its regular meeting on May 16, 1949. Will you please bring this to the attention of the city council.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
encl. 1

cc - Hon. Dr. W.A. Cartwright, Mayor
City of Gold Beach
Gold Beach, Oregon

Mr. John W. Cattrall

RECEIVED
JUN 2
FOR FILING

F-124 (3)

April 29, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Gold Beach Section, Project No. F-124 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

Oregon State Highway Department Federal Aid Project No. F-124 (3)

GOLD BEACH SECTION OF THE
OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1949

Type Code 6201

All Required		Clearing and Grubbing		$ 4,000.00
170	sq. yds.	Removal of Walks and Driveways	$ 1.00	170.00
1,000	cu. yds.	Structural Excavation, Unclassified	3.00	3,000.00
11,300	cu. yds.	Borrow Excavation, Unclassified	0.60	6,780.00
4,500	cu. yds.	General Excavation, Unclassified	0.50	2,250.00
72,000	yd. stas.	Short Overhaul	0.02	1,440.00
320	C-yd. stas.	Long Overhaul	0.60	192.00
500	cu. yds.	Salvaging Surfacing Material	2.80	1,400.00
0.37	mile	Finishing Roadbed and Slopes	1,500.00	555.00
330	lin. ft.	Rounding Cutbanks	0.30	99.00
60	lin. ft.	18" Corrugated Metal Pipe	3.50	210.00
330	lin. ft.	8" Sewer Pipe	1.00	330.00
300	lin. ft.	10" Sewer Pipe	1.50	450.00
980	lin. ft.	12" Sewer Pipe	2.00	1,960.00
430	lin. ft.	15" Sewer Pipe	3.00	1,290.00
5	only	Type "B" Manholes	200.00	1,000.00
12	only	Concrete Catch Basins	60.00	720.00
200	cu. yds.	Concrete Curbs and Gutter	47.50	9,500.00
230	sq. yds.	Concrete Driveways	4.00	920.00
40	cu. yds.	Class "A" Concrete in Structures	65.00	2,600.00
5,100	lbs.	Metal Reinforcement	0.15	765.00
40	lin. ft.	Pipe Handrail on Stairs	4.00	160.00
5,300	cu. yds.	Selected Roadbed Topping	0.60	3,180.00
17,500	yd. mi.	Hauling Roadbed Topping	0.12	2,100.00
520	cu. yds.	3/4" - 0" Material in Leveling Course	4.25	2,210.00
120	M-gals.	Sprinkling	2.00	240.00
0.37	mile	Preparation of Base	1,000.00	370.00
120	cu. yds.	3/4" - 0" Material in Binder Course	5.50	660.00
30	tons	Furnishing and Placing Emulsified Asphalt in Binder Course	70.00	2,100.00
2,400	tons	Class "B" Asphaltic Concrete	12.70	30,480.00
			Subtotal	$81,131.00
			10% Engr. & Cont.	8,113.10
			Total	$89,244.10

Length 0.367 mile
Cost per mile $243,171.93

Federal Aid Funds- -	$53,000.00
State Funds- -	36,244.10
	$89,244.10

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

August 30, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with your request, we are enclosing the test report for gravel to be used for roadbed topping on the Gold Beach Section, Project No. F-12, (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

Oregon State Highway Department Federal Aid Project No. F-124 (3)

GOLD BEACH SECTION OF THE
OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 24, 1948

Type Code: 6201

All Required		Clearing and Grubbing		$ 2,000.00
170	sq. yds.	Removal of Walks and Driveways	$ 0.80	136.00
1,000	cu. yds.	Structural Excavation, Unclassified	3.00	3,000.00
11,300	cu. yds.	Borrow Excavation, Unclassified	0.40	4,520.00
4,500	cu. yds.	General Excavation, Unclassified	1.25	5,625.00
72,000	yd. stas.	Short Overhaul	0.02	1,440.00
320	C-yd. stas.	Long Overhaul	0.50	160.00
500	cu. yds.	Salvaging Surfacing Materials	1.50	750.00
0.37	mile	Finishing Roadbed and Slopes	1,000.00	370.00
330	lin. ft.	Rounding Cutbanks	0.20	66.00
60	lin. ft.	18" Corrugated Metal Pipe	3.50	210.00
330	lin. ft.	8" Sewer Pipe	1.30	429.00
300	lin. ft.	10" Sewer Pipe	1.50	450.00
980	lin. ft.	12" Sewer Pipe	2.00	1,960.00
430	lin. ft.	15" Sewer Pipe	2.50	1,075.00
5	only	Type "B" Manholes	200.00	1,000.00
12	only	Concrete Catch Basins	60.00	720.00
200	cu. yds.	Concrete Curbs and Gutter	55.00	11,000.00
230	sq. yds.	Concrete Driveways	3.50	805.00
40	cu. yds.	Class "A" Concrete in Structures	65.00	2,600.00
5,100	lbs.	Metal Reinforcement	0.15	765.00
40	lin. ft.	Pipe Handrail on Stairs	3.00	120.00
5,300	cu. yds.	Selected Roadbed Topping	1.00	5,300.00
17,500	yd. mi.	Hauling Roadbed Topping	0.15	2,625.00
520	cu. yds.	3/4" - 0" Material in Leveling Course	3.50	1,820.00
120	M-gal.	Sprinkling	3.00	360.00
0.37	mile	Preparation of Base	500.00	185.00
120	cu. yds.	3/4" - 0" Material in Binder Course	5.00	600.00
30	tons	Furnishing and Placing Emulsified Asphalt in Binder Course	60.00	1,800.00
2,400	tons	Class "B" Asphaltic Concrete	12.00	28,800.00
			Subtotal	$80,691.00
			10% Engr. & Cont.	8,069.10
			Total	$88,760.10

Length	0.367 mile
Cost per mile	$241,853.13

Federal Aid Funds- -	$54,000.00
State Funds- -	34,760.10
	$88,760.10

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

August 24, 1948
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

FW - Federal Aid Primary Highway Program
(Previous Program)

August 13, 1948
(Date of Approval)

COUNTY Curry

FA or FAS Route No. F.A. 2

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	16	F-124(3)	From Court House in Gold Beach to point 0.5 mile south	Survey-Plans					Gr., Dr., 4-lane high-type pavement
				Right-of-Way					
				Construction	$103,000	$60,000	$43,000		
				Total	$103,000	$60,000	$43,000	0.560	
Requested Revision	16	F-124(3)	From Court House in Gold Beach to point 0.36 mile South	Survey-Plans					Gr., Dr., 4-lane high-type pavement
				Right-of-Way					
				Construction	$103,000	$60,000	$43,000		
				Total	$103,000	$60,000	$43,000	0.37	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: Length of project reduced, due to difficulty of securing right of way at reasonable cost.

Recommended for approval ____________ District Engineer ____________ (date)

Approval requested ____________ Asst. State Highway Engr. 8/24/48

Recommended: ____________ Division Engineer ____________ (date)

Approved: ____________ Acting Commissioner ____________ (date)

P-3868

GOLD BEACH SECTION

PROJECT NO. F-124 (3)

While negotiations for rights of way are in progress, three parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within twenty-one days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 24, 1948

RECEIVED
APR 29 1949
FOR FILING
7124 (3)

Mrs Lewis

April 28, 1949

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have received a letter from Koerner, Young, Swett and McColloch, attorneys, whose address is 800 Pacific Building, Portland 4, stating that the Standard Oil Company of California has a claim in the amount of $877.68 against McCue and Plymale who are apparently subcontractors for Sneek Brothers under our Contract No. 3063 for work on the Gold Beach Section of the Oregon Coast Highway in Curry County.

This information is provided as the Maryland Casualty Company appears as surety on the bond executed in connection with the above contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland, Oregon

Sneek Brothers
329 North 18th Street
Corvallis, Oregon

NOTED ON CARD
4-28-49

RECEIVED
APR 29 1949
FOR FILING

7124 (3)

3063

April 28, 1949

Koerner, Young, Swett and McColloch
800 Pacific Building
Portland 4, Oregon

Gentlemen:

This is to acknowledge your letter of April 27th in which you state that the Standard Oil Company of California has a claim in the amount of $877.68 against McCue and Plymale, subcontractor for Snook Brothers under our Contract No. 3063.

The surety on this contract is the Maryland Casualty Company whose agent in this instance is Hansen & Rowland, Inc., 611 Henry Building, Portland.

The contract is not scheduled for completion until August 31, 1949, and as of the estimate, dated April 15, there was being withheld $3,620,38.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
4-29-49

KOERNER, YOUNG, SWETT & McCOLLOCH
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND 4, OREGON

ANDREW KOERNER
CLARENCE J. YOUNG
HERBERT L. SWETT
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
EDWARD J. CLARK
HARRY J. DeFRANCQ
ALFRED H. CORBETT
GEORGE B. CAMPBELL
H. STEWART TREMAINE
JOHN P. BLEDSOE

DEY, HAMPSON & NELSON
1918 - 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 - 1947

April 27, 1949.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

The Standard Oil Company of California has a claim in the sum of $877.68 against McCue and Plymale of Bandon, Oregon, sub-contractor under Snook Brothers, under Highway Contract 3063, Gold Beach Section, Oregon Coast Highway, Curry County.

Please advise the name of surety, the amount of bond, status of contract as to completion and acceptance and amount of reserved moneys, if any. We need this information as the basis for determining the course to be taken and particularly the time within which claim must be filed under section 98-101, O.C.L.A.

Very truly yours,

Koerner, Young, Swett & McColloch

retained
4-15, 3676.38

REFERRED TO
SECRETARY
prepare reply

RECEIVED
APR 28 1949
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
4-28-49 JC

RECEIVED
APR 20 1949
FOR FILING

7-134 (2)

3063

Geo Lewis

April 18, 1949

Mr. W. W. Ostrander
Pistol River, Oregon

Dear Sir:

This is to acknowledge your note dated April 2nd on the bottom of Snook Brothers' letter dated March 24th in which you state that your claim against them has been settled. This, apparently is in connection with a claim filed on February 15th by you in the amount of $120.50 in connection with Snook Brothers' contract 3063 for work on the Gold Beach Section of the Oregon Coast Highway in Curry County.

We thank you for advising us that the claim has been settled.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
[illegible]

L. SNOOK
329 N. 18TH STREET
CORVALLIS, OREGON
PHONE 1003-W

PAUL SNOOK
7208 S. E. 18TH AVE.
PORTLAND 2, OREGON
PHONE FI 2041

Snook Brothers
GENERAL CONTRACTORS
HOME OFFICE:
CORVALLIS, OREGON

3063

March 24, 1949

Mr. W. W. Ostrander
Pistol River, Oregon

Dear Sir:

The State Highway Department has requested us to have you send them a letter stating that the claim you filed against Snook Brothers has been taken care of. We would appreciate it very much if you would take care of this as soon as possible so that the records with the State Highway and our bonding company will be cleared.

Thank you

Yours truly

SNOOK BROTHERS

M. V. Kingwell

M. V. Kingwell, Accountant

MVK:vg

RECEIVED
APR 5 1949
STATE HIGHWAY COMMISSION

Ltr on card
notify surety with cc to Contr. Co.

REFERRED TO [illegible]
BY SECRETARY

Pistol River, Ore
April 2, 1949

State Highway Dept
Salem, Ore.

Dear Sirs,

This claim been settled. Thank you very much.

W. W. Ostrander

NOTED ON CARD
4-5-49

RECEIVED
APR 20 1949
FOR FILING
1124 (3)

Chas. Lewis

April 18, 1949

Maryland CasualtyCompany
Baltimore 3, Maryland

Gentlemen:

We have received a note from W. W. Ostrander dated April 2nd, 1949, stating that his claim against Snook Brothers has been settled.

This, apparently, is in connection with a claim filed on February 15th by Mr. Ostrander in the amount of $120.50 for truck work furnished Snook Brothers under our Contract 3063 on the Gold Beach Section of the Oregon Coast Highway in Curry County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

NOTED ON CARD
4-21-49

RECEIVED
APR 21 1949
FOR FILING

4-a

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

7-124(3)

3063

April 7, 1949

COPY

IN REPLY PLEASE REFER TO FILE

Mr. Charles G. Shields
Gold Beach
Oregon

Dear Sir:

Consideration has been given to the request in your letter of March 8, having reference to the extension of the improvement of the Coast Highway in Gold Beach, south from 2nd Street to 4th Street, on the west side of the highway, where the rights of way have been acquired.

Our original plans were to construct this project to 4th Street, but we were unable to conclude satisfactory negotiations for the right of way on the easterly side of the street. It would be very unwise and result in additional expense to attempt to construct only the portion on the west side of the highway, and for this reason we must decline to continue the highway improvement southerly from 2nd Street at this time.

Very truly yours,

T. H. Banfield
Chairman

FILING

4-724 (3)

Cl

[illegible]

Curry Co

March 17, 1949

Mr. Charles G. Shields
Gold Beach, Oregon

Dear Sir:

Our original plans included improvement of US Highway 101 between 2nd and 4th Streets, but owing to our inability to acquire right of way as needed, we were forced to shorten the project. It would entail additional expense and create a peculiar condition to improve only one side of the street, and I very much question whether the Highway Commission would consider such a procedure.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. J. M. Devers

Mr. Devers:

It seems as though this Mr. Shields wrote to you, Mr. Banfield, and me, separately. Mr. Banfield, I believe, will reply to Mr. Shields, and I rather doubt that we should place the matter on the agenda. It is my opinion that the request is such that it cannot be considered. What he is asking, in case you are not fully informed, is that we improve only one side of the street, this along the section where we are unable to acquire rights of way on the opposite side by reason of Mr. Buffington's participation. It would be a most unusual procedure to construct only one side of a street, and we would oppose such.

On second thought I believe this probably should be on the next agenda. (sgd) WCW

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary and Typical Sections
3-4	Plan and Profile

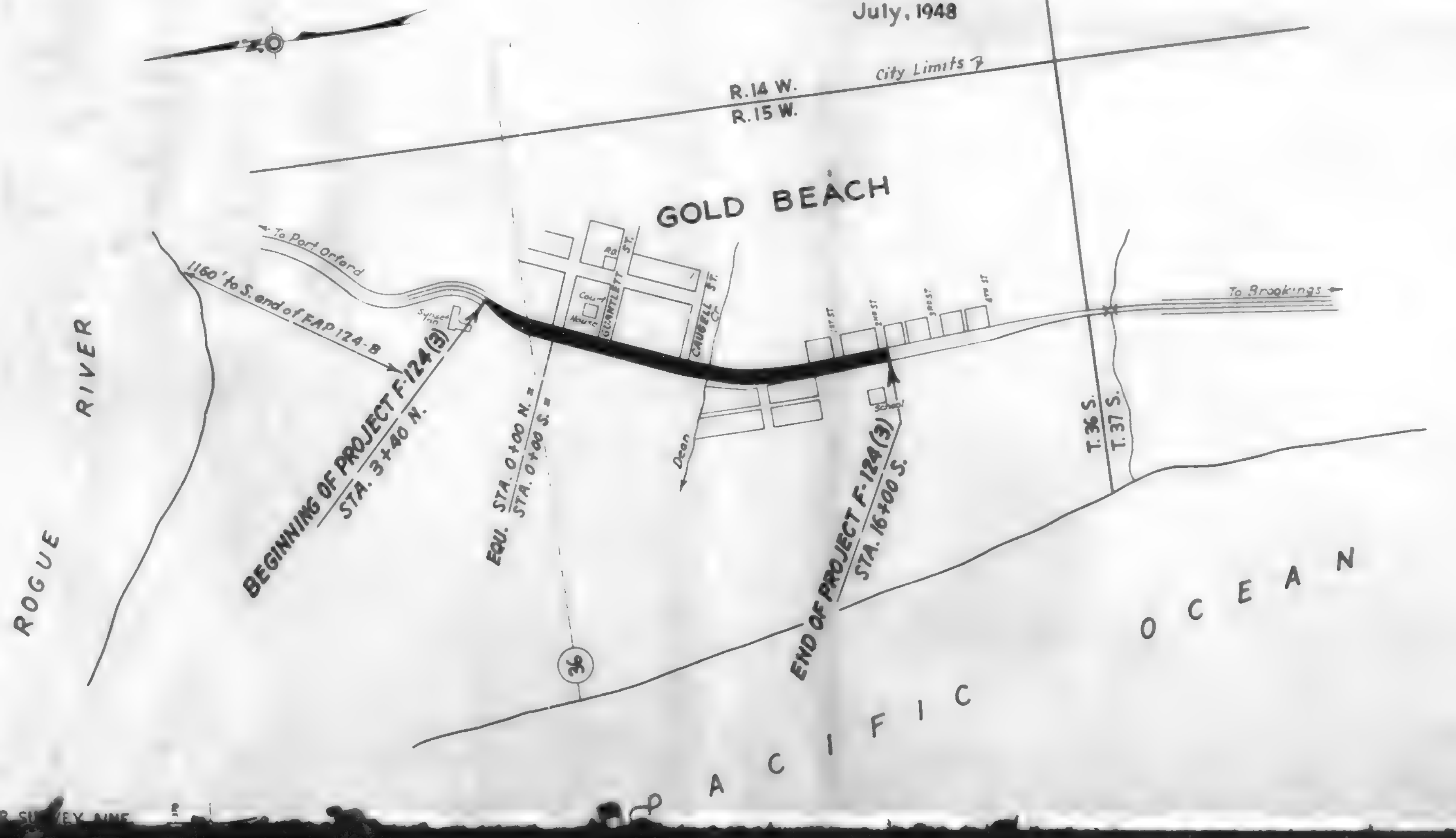
DRG. NO.
2050 - Standard Structures
8560 } R.C. Box Culvert Extension. Ret. Walls & Stairways
7877 }

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
FEDERAL AID PROJECT

GOLD BEACH SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

September, 1943.
July, 1948



CONVENTIONAL SIGNS

STATE LINE
BASE OR SURVEY LINE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

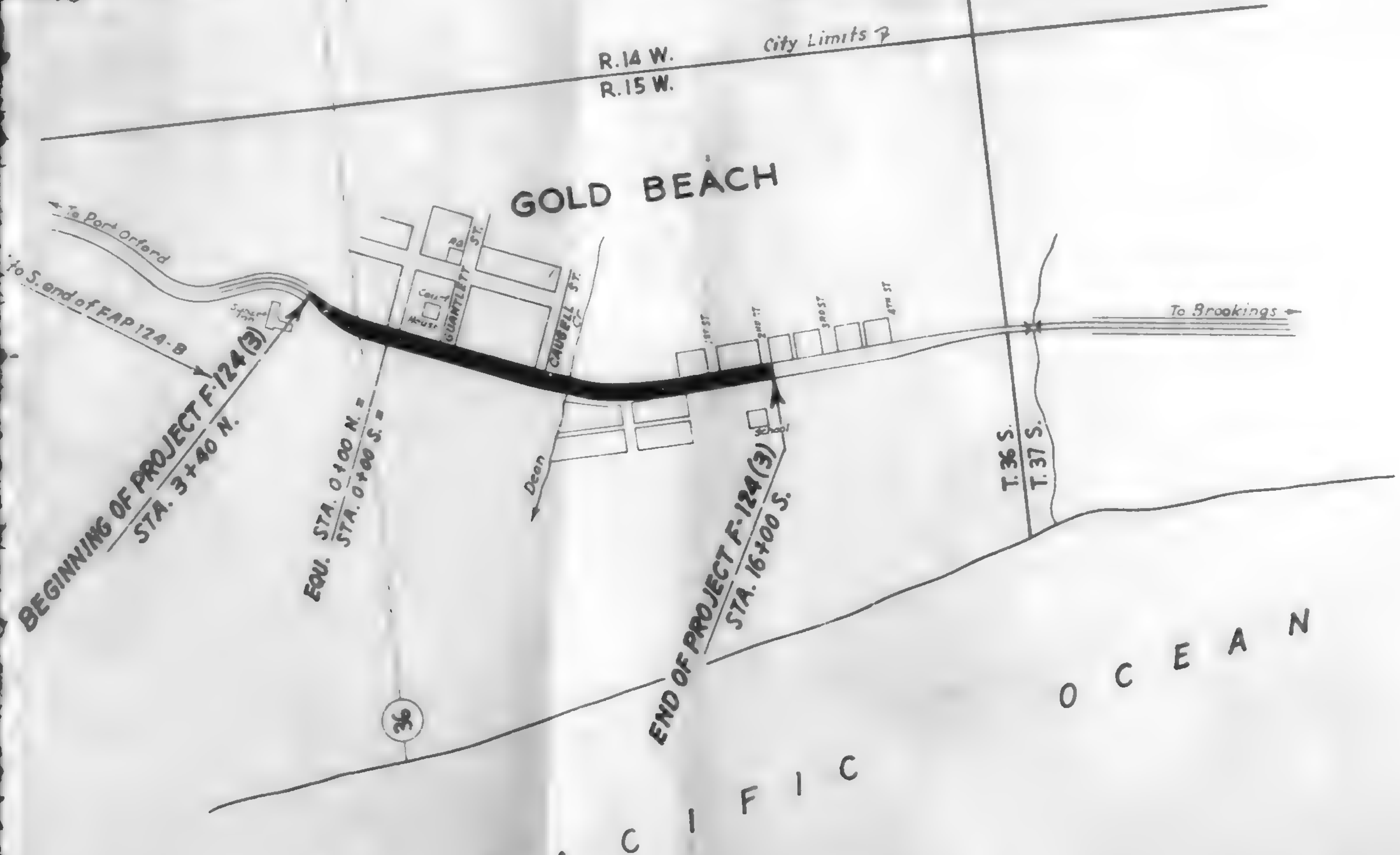
PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
FEDERAL AID PROJECT

GOLD BEACH SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

September, 1943.
July, 1948

GOLD BEACH SECTION OREGON COAST HIGHWAY CURRY COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-124(3)		Sec. index

3063
4-a



STATE HIGHWAY ENGINEER

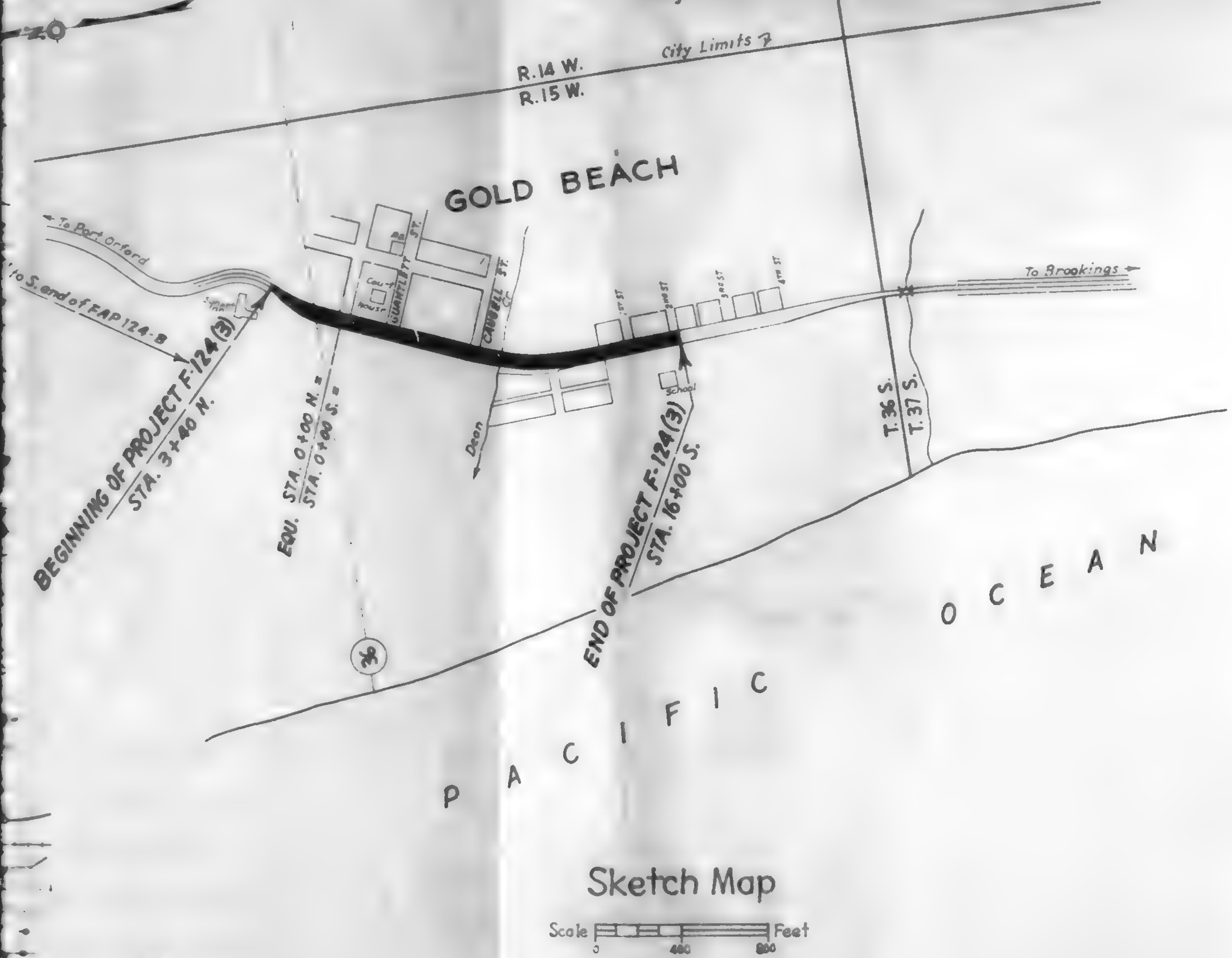
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY

FEDERAL AID PROJECT

GOLD BEACH SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

September, 1943.
July, 1948



Sketch Map

R. H. Baldock
STATE HIGHWAY ENGINEER

REGISTERED PROFESSIONAL ENGINEER
157
R. H. Baldock
OREGON
NOV. 8 1919
R. H. BALDOCK

STATE HIGHWAY COMMISSION

T. H. BANFIELD.	Chairman
ARTHUR W. SCHAUPP.	Commissioner
BEN R. CHANDLER,	Commissioner

DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
[redacted]

DIVISION ENGINEER
PUBLIC ROADS ADMINISTRATION
[redacted]

CHIEF WESTERN DIVISION
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

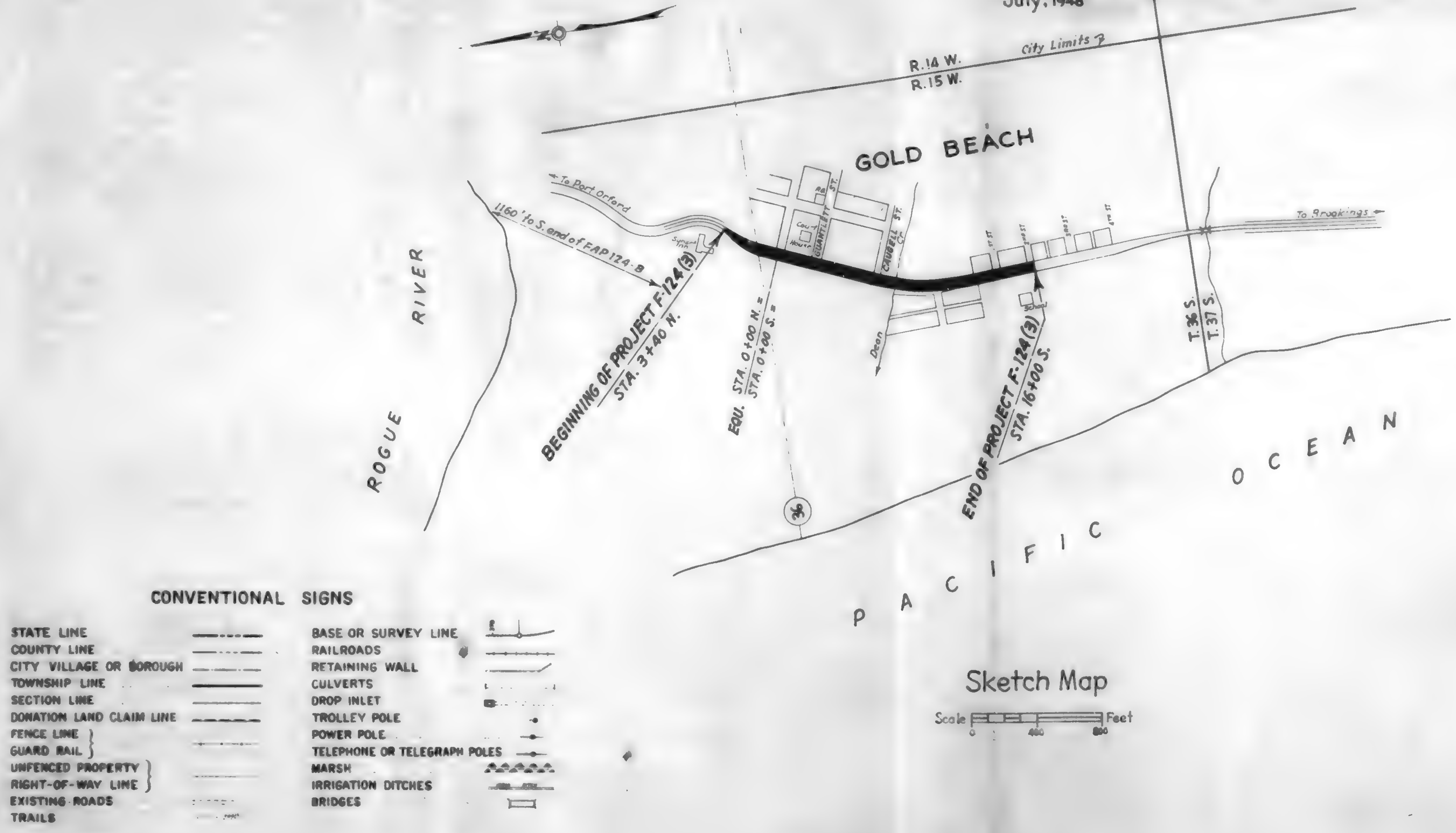
PLAN AND PROFILE OF PROPOSED

STATE HIGHWAY

FEDERAL AID PROJECT

GOLD BEACH SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

September, 1943.
July, 1948



Sketch Map

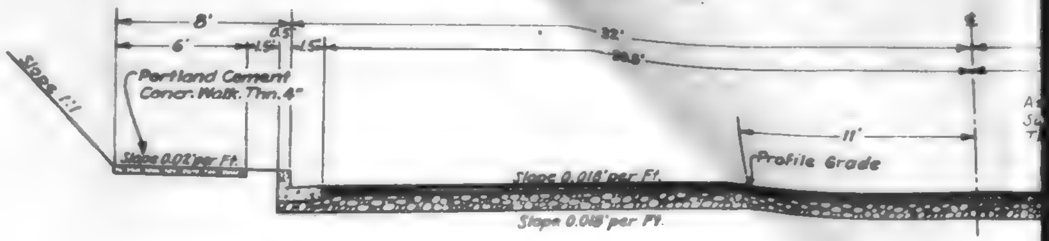
SUMMARY

Total Length of F.A. Project 0.367 mile.

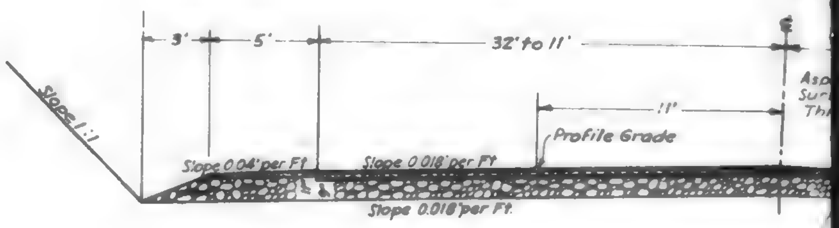
ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL
Clearing and Grubbing	All	All		All
Removal of Walks and Driveways	Sq.Yd.	142	28	170
Structural Excavation, unclassified	Cu.Yd.	916	84	1,000
Borrow " "	" "	10,285	1,016	11,300
General " "	" "	4,102	398	4,500
Short Overhaul	Yd.Sta.	65,550	6,450	72,000
Long "	C-Yd.Sta.	288	32	320
Salvaging Surfacing Materials	Cu.Yd.	441	59	500
Finishing Roadbed and Slopes	Mile	0.37		0.37
Rounding Cutbanks	Lin.Ft.	301	29	330
18" Corrugated Metal Pipe	" "		60	60
8" Sewer Pipe	" "	305	25	330
10" " "	" "	265	35	300
12" " "	" "	895	85	980
15" " "	" "	395	35	430
Type 'B' Manholes	One	5		5
Concrete Catch Basins	"	12		12
Concrete Curb and Gutter	Cu.Yd.	168	32	200
Concrete Driveways	Sq.Yd.	204	26	230
Concrete Walks	" "	496	54	550*
Class 'A' Concrete in Structures	Cu.Yd.	32	8	40
Metal Reinforcement	Lb.	4,677	423	5,100
Pipe Handrail on Stairs	Lin.Ft.	32	8	40
Selected Roadbed Topping	Cu.Yd.	4,844	456	5,300
Hauling Roadbed Topping	Yd.Mi.	15,945	1,555	17,500
¾"-0 Material in Levelling Course	Cu.Yd.	477	43	520
Sprinkling	M-Gals.	110	10	120
Preparation of Base	Mile	0.37		0.37
¾"-0 Material in Binder Course	Cu.Yd.	115	5	120
Furn. and Placing Emuls. Asph. in Binder Course	Ton	20	10	30
Class 'B' Asphaltic Concrete	"	2,231	169	2,400

*Non Participating

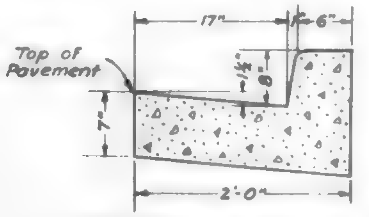
TYPICAL SEC



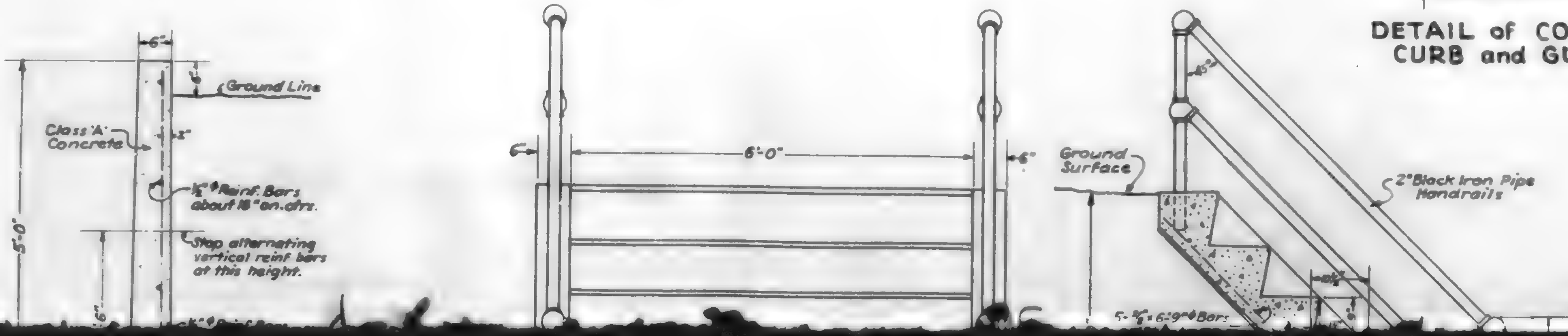
Street Sec
Sta. 1+45 North to Sta



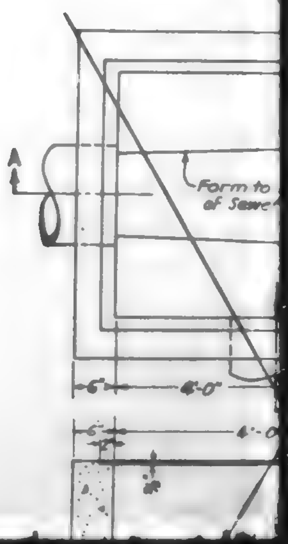
North Taper S
Sta. 1+45 North to Sta



DETAIL of CONCRETE CURB and GUTTER



6"
6"
Ground Line
Class 'A' Concrete
2"
½" Reinf. Bars about 18" on ctrs.
Stop alternating vertical reinf. bars at this height.
5'-0"
6"
6'-0"
6"
Ground Surface
2" Black Iron Pipe Handrails
5-⅝"×6'-9" Bars

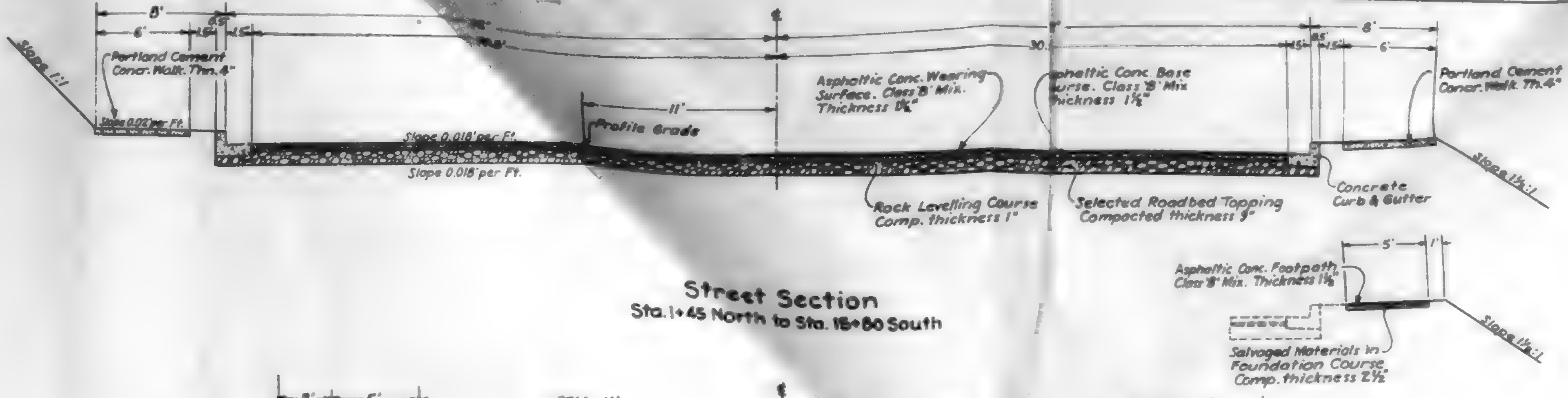


GOLD BEACH SECTION OREGON COAST HIGHWAY CURRY COUNTY				SHEET NUMBER 2
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-124(3)		See Index

TYPICAL SECTIONS

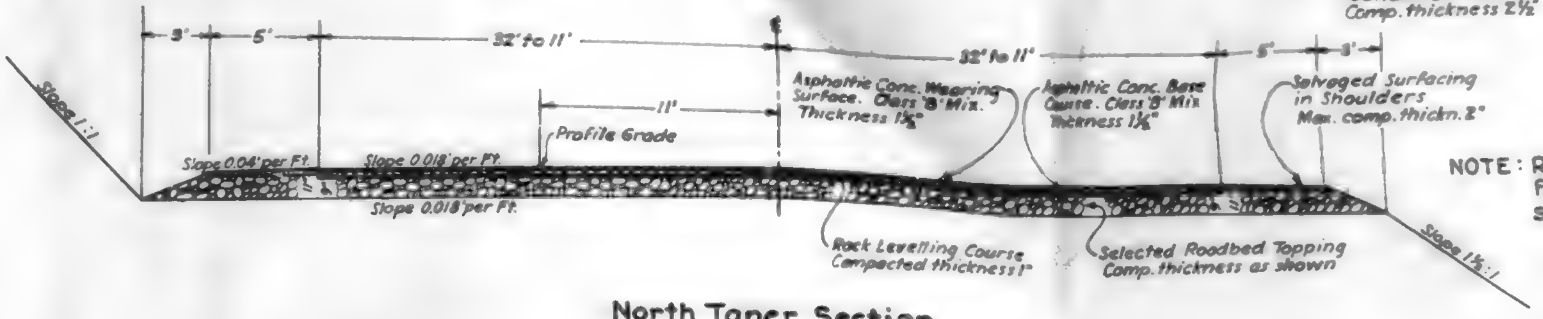
0.367 mile.

TOTAL
All
170
1,000
11,300
4,500
72,000
320
500
0.37
330
60
330
300
980
430
5
12
200
230
550
40
5,100
40
5,300
17,500
520
120
-0.37
120
30
2,400


8'
6'
1.5'
0.5'
1.5'
Slope 1:1
Portland Cement Concr. Walk. Thn. 4"
Slope 0.02' per Ft.
Slope 0.018' per Ft.
Slope 0.018' per Ft.
11'
Profile Grade
℄
30.5'
Asphaltic Conc. Wearing Surface. Class 'B' Mix. Thickness 1½"
Asphaltic Conc. Base Course. Class 'B' Mix Thickness 1½"
Rock Levelling Course Comp. thickness 1"
Selected Roadbed Topping Compacted thickness 9"
Concrete Curb & Gutter
Portland Cement Concr. Walk. Th. 4"
Slope 1½:1
5'
1'
Asphaltic Conc. Footpath. Class 'B' Mix. Thickness 1½
Salvaged Materials in Foundation Course. Comp. thickness 2½
Slope 1½:1

Street Section

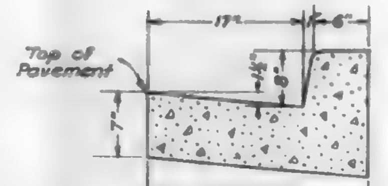
Sta. 1+45 North to Sta. 18+80 South


3'
5'
32' to 11'
℄
32' to 11'
5'
3'
Slope 1:1
Slope 0.04' per Ft.
Slope 0.018' per Ft.
Slope 0.018' per Ft.
11'
Profile Grade
Asphaltic Conc. Wearing Surface. Class 'B' Mix. Thickness 1½"
Asphaltic Conc. Base Course. Class 'B' Mix Thickness 1½"
Salvaged Surfacing in Shoulders Max. comp. thickn. 2"
Rock Levelling Course Compacted thickness 1"
Selected Roadbed Topping Comp. thickness as shown
Slope 1½:1

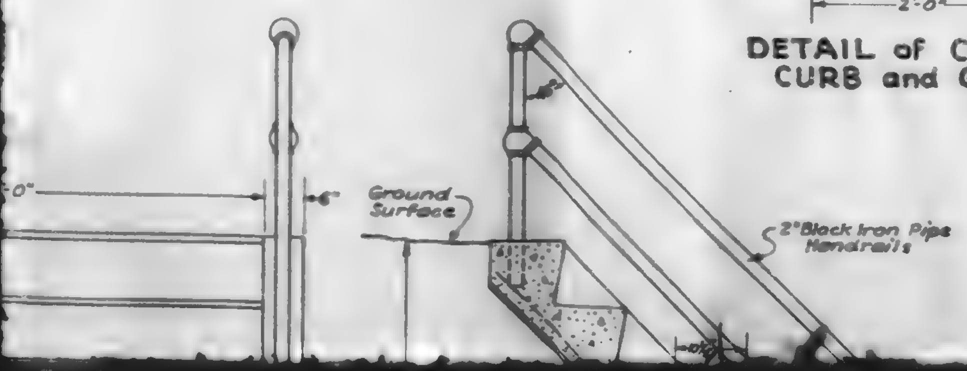
NOTE: Roadbed Slopes may be flattened to meet existing structures or driveways

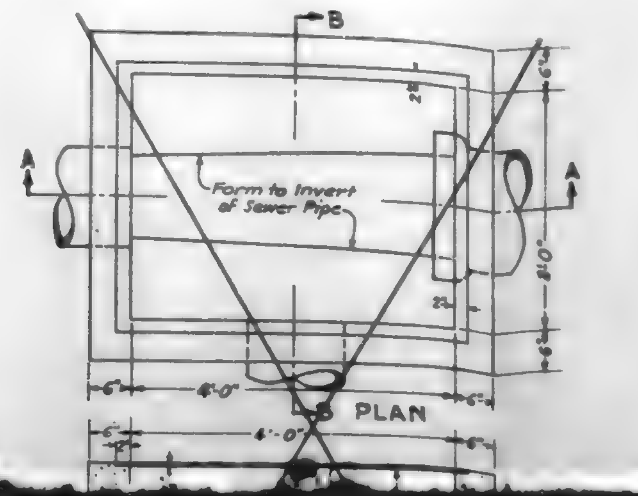
North Taper Section

Sta. 1+45 North to Sta. 3+40 North

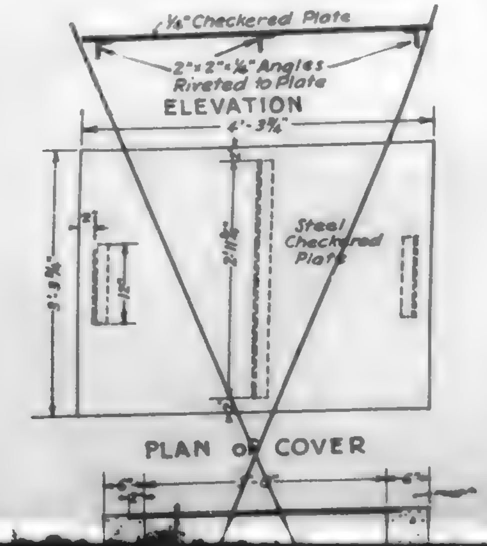


DETAIL of CONCRETE CURB and GUTTER





PLAN



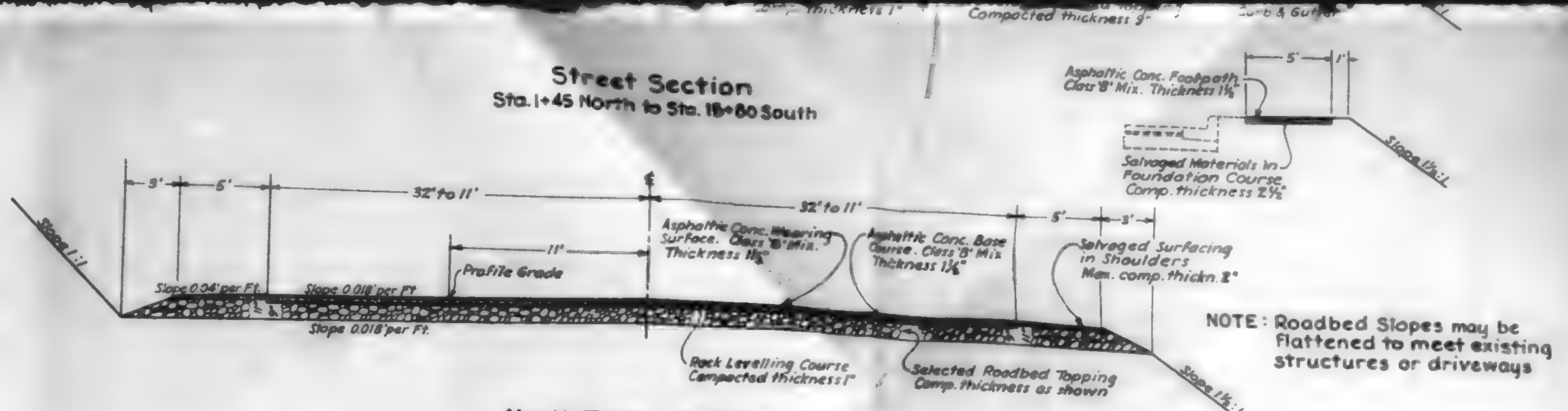
ELEVATION

PLAN of COVER

	[illegible]
32	320
59	500
	0.37
9	330
0	60
25	330
5	300
5	980
	430
	5
	12
2	200
	230
4	550 *
	40
	5,100
	40
	5,300
5	17,500
	520
	120
	0.37
5	120
	30
	2,400

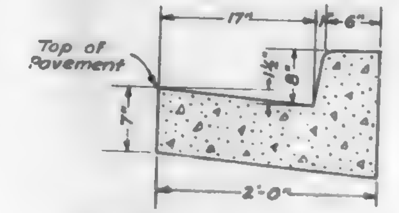
cipating

Street Section
Sta. 1+45 North to Sta. 18+80 South

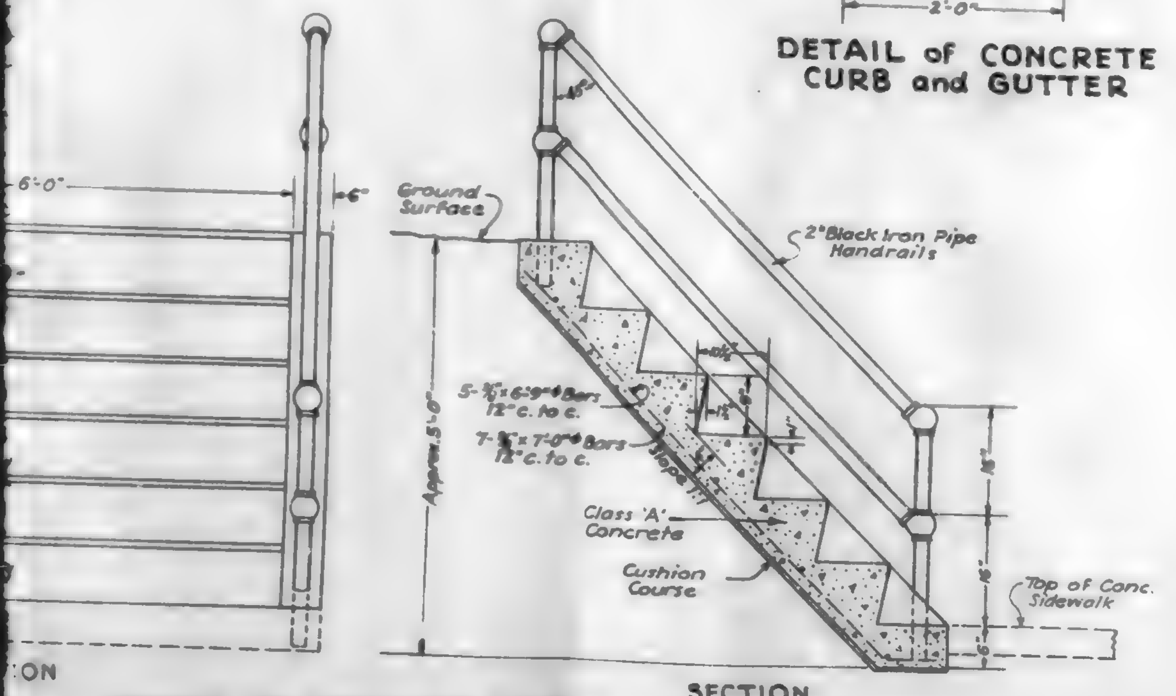

thickness 1"
Compacted thickness 9"
Curb & Gutter
Asphaltic Conc. Footpath Class 'B' Mix. Thickness 1½"
5'
1'
Salvaged Materials In Foundation Course Comp. thickness 2½"
Slope 1½:1
Slope 1:1
3'
5'
32' to 11'
℄
32' to 11'
5'
3'
11'
Profile Grade
Slope 0.04' per Ft.
Slope 0.018' per Ft.
Slope 0.018' per Ft.
Asphaltic Conc. Wearing Surface. Class 'B' Mix. Thickness 1½"
Asphaltic Conc. Base Course. Class 'B' Mix Thickness 1½"
Salvaged Surfacing in Shoulders Max. comp. thickn. 2"
Rock Levelling Course Compacted thickness 1"
Selected Roadbed Topping Comp. thickness as shown
Slope 1½:1

NOTE: Roadbed Slopes may be flattened to meet existing structures or driveways

North Taper Section
Sta. 1+45 North to Sta. 3+40 North

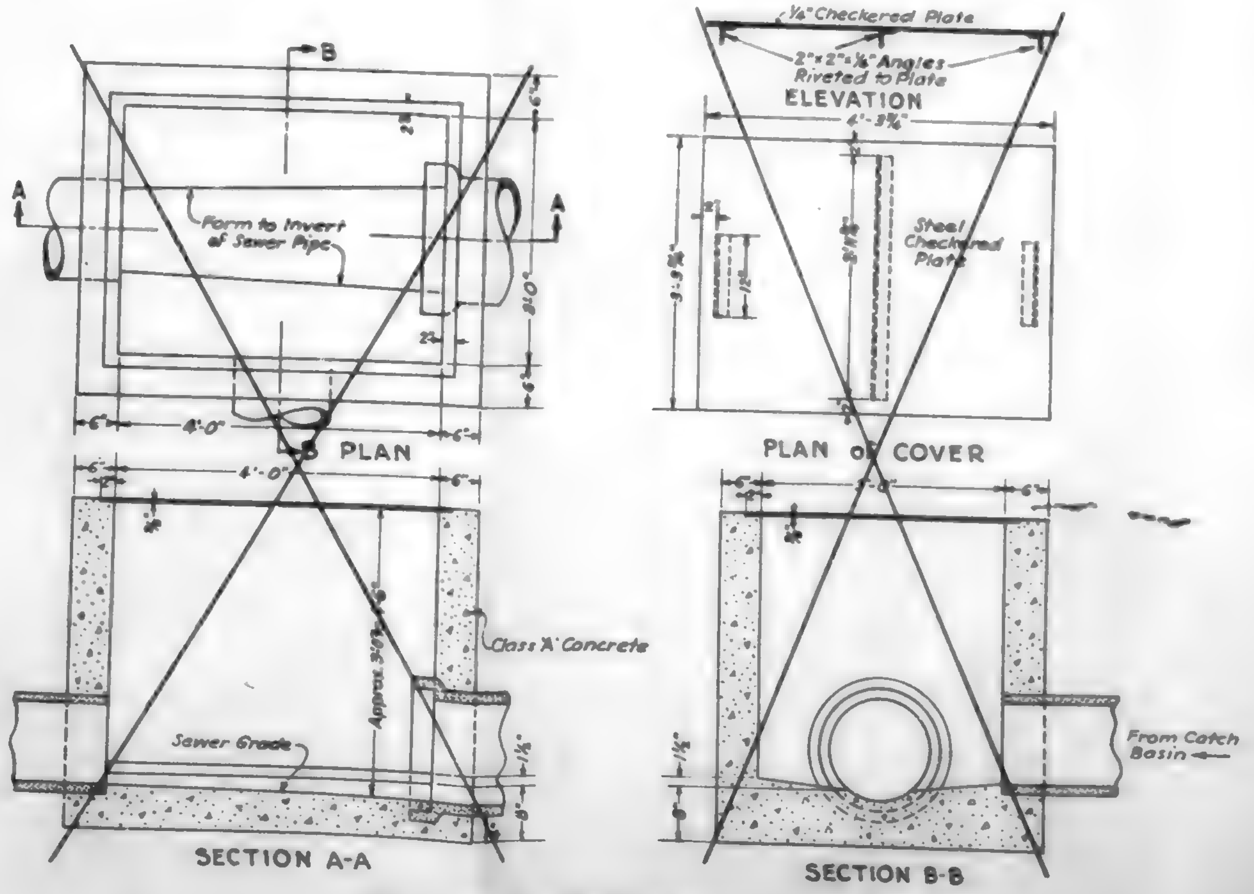


DETAIL of CONCRETE CURB and GUTTER



SECTION

DETAIL OF CONCRETE STEPS
Sta. 5+00



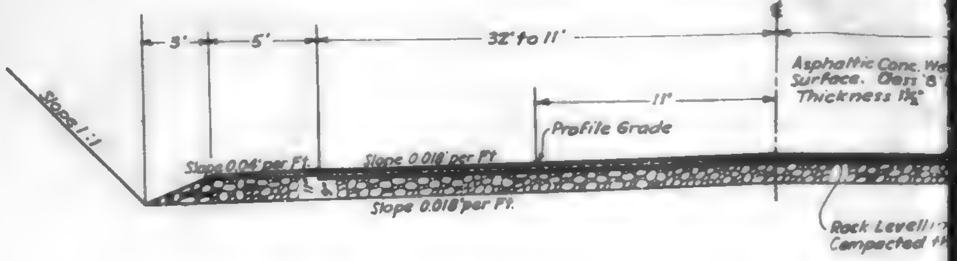
~~DETAIL OF SPECIAL MANHOLE~~

Structural Excavation, unclassified	[illegible]	[illegible]	[illegible]	[illegible]
Borrow " "	" "	10,285	1,015	11,300
General " "	" "	4,102	398	4,500
Short Overhaul	Yd.Sta.	65,550	6,450	72,000
Long "	C-Yd.Sta.	288	32	320
Salvaging Surfacing Materials	Cu.Yd.	441	59	500
Finishing Roadbed and Slopes	Mile	0.37		0.37
Rounding Cutbanks	Lin.Ft.	301	29	330
18" Corrugated Metal Pipe	" "		60	60
8" Sewer Pipe	" "	305	25	330
10" " "	" "	265	35	300
12" " "	" "	895	85	980
15" " "	" "	395	35	430
Type 'B' Manholes	One	5		5
Concrete Catch Basins	"	12		12
Concrete Curb and Gutter	Cu.Yd.	168	32	200
Concrete Driveways	Sq.Yd.	204	26	230
Concrete Walks	" "	496	54	550*
Class 'A' Concrete in Structures	Cu.Yd.	32	8	40
Metal Reinforcement	Lb.	4,677	423	5,100
Pipe Handrail on Stairs	Lin.Ft.	32	8	40
Selected Roadbed Topping	Cu.Yd.	4,844	456	5,300
Hauling Roadbed Topping	Yd.Mi.	15,945	1,555	17,500
¾"-0 Material in Levelling Course	Cu.Yd.	477	43	520
Sprinkling	M-Gals.	110	10	120
Preparation of Base	Mile	0.37		0.37
⅝"-0 Material in Binder Course	Cu.Yd.	115	5	120
Furn. and Placing Emuls. Asph. in Binder Course	Ton	20	10	30
Class 'B' Asphaltic Concrete	"	2,231	169	2,400

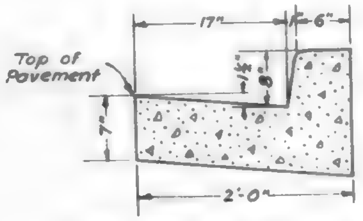
*Non Participating

Rock
Comp

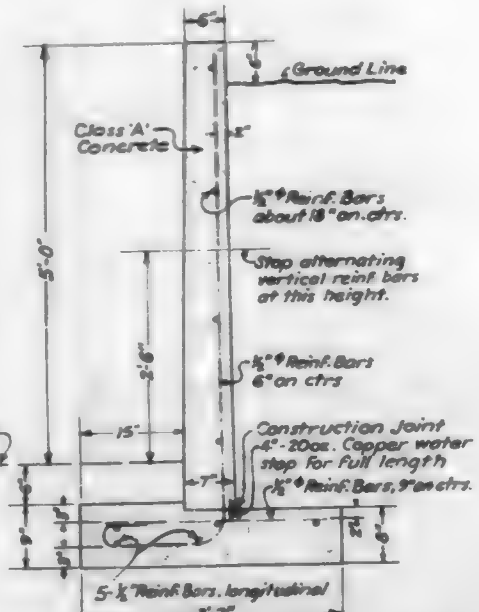
Street Section
Sta. 1+45 North to Sta. 18+80 Sou



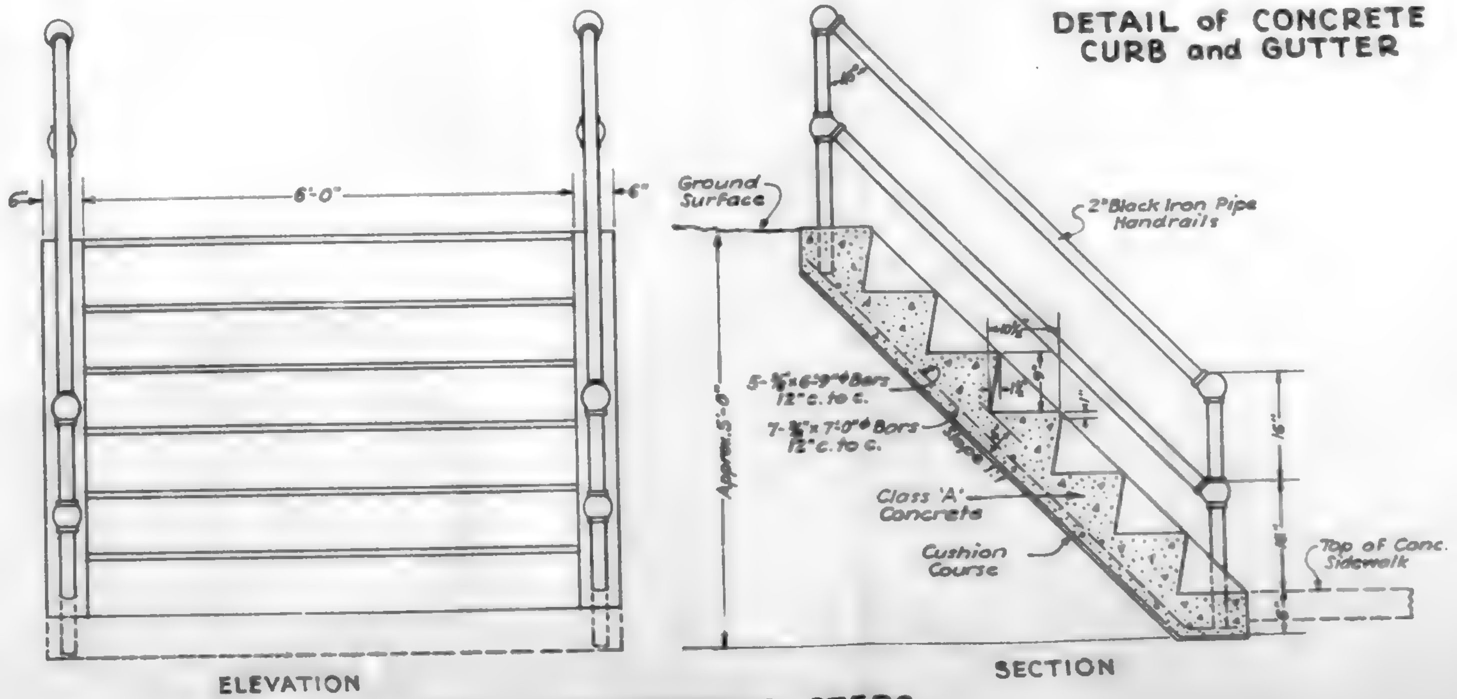
North Taper Section
Sta. 1+45 North to Sta. 3+40 No



DETAIL of CONCRETE CURB and GUTTER


6"
Ground Line
Class 'A' Concrete
5'-0"
½" ⌀ Reinf. Bars about 18" on ctrs.
Stop alternating vertical reinf. bars at this height.
3'-6"
½" ⌀ Reinf. Bars 6" on ctrs
15"
Top of Walk
Construction Joint 4"-20oz. Copper water stop for full length
½" ⌀ Reinf. Bars, 9" on ctrs.
7"
5-½" Reinf. Bars, longitudinal
3'-2"

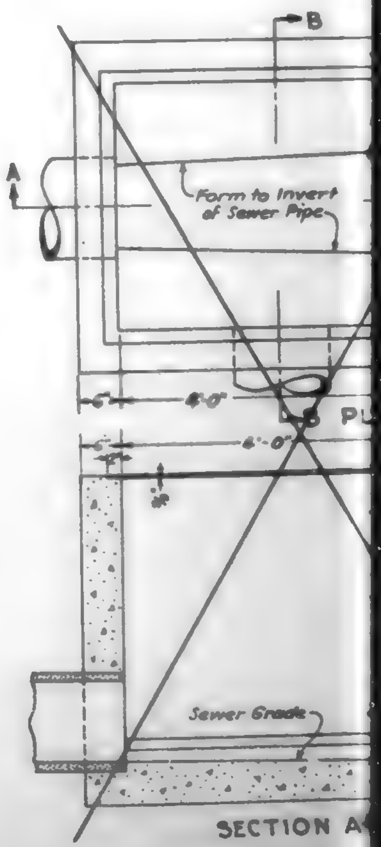
Section of Concr. Retaining Wall



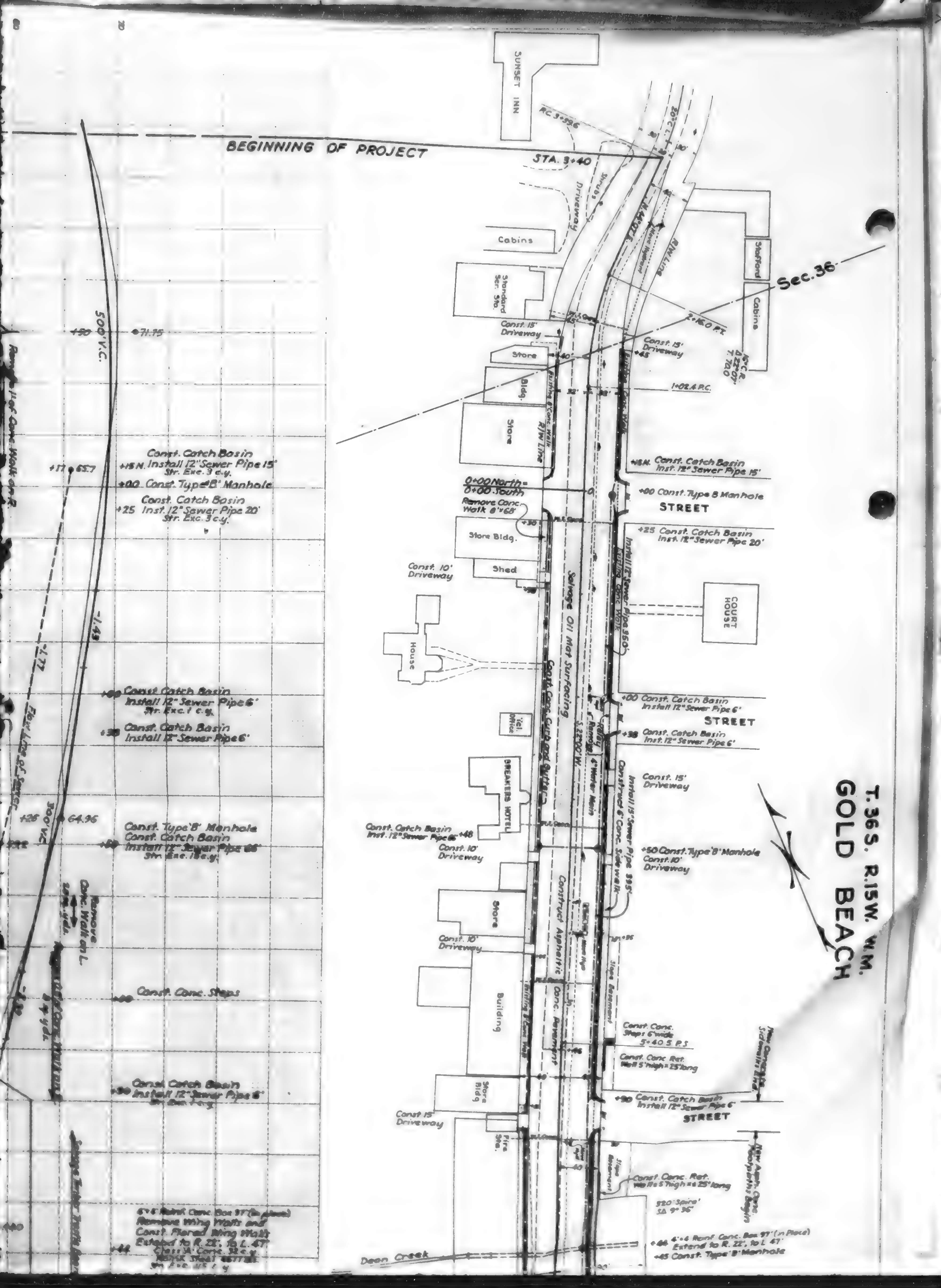
ELEVATION

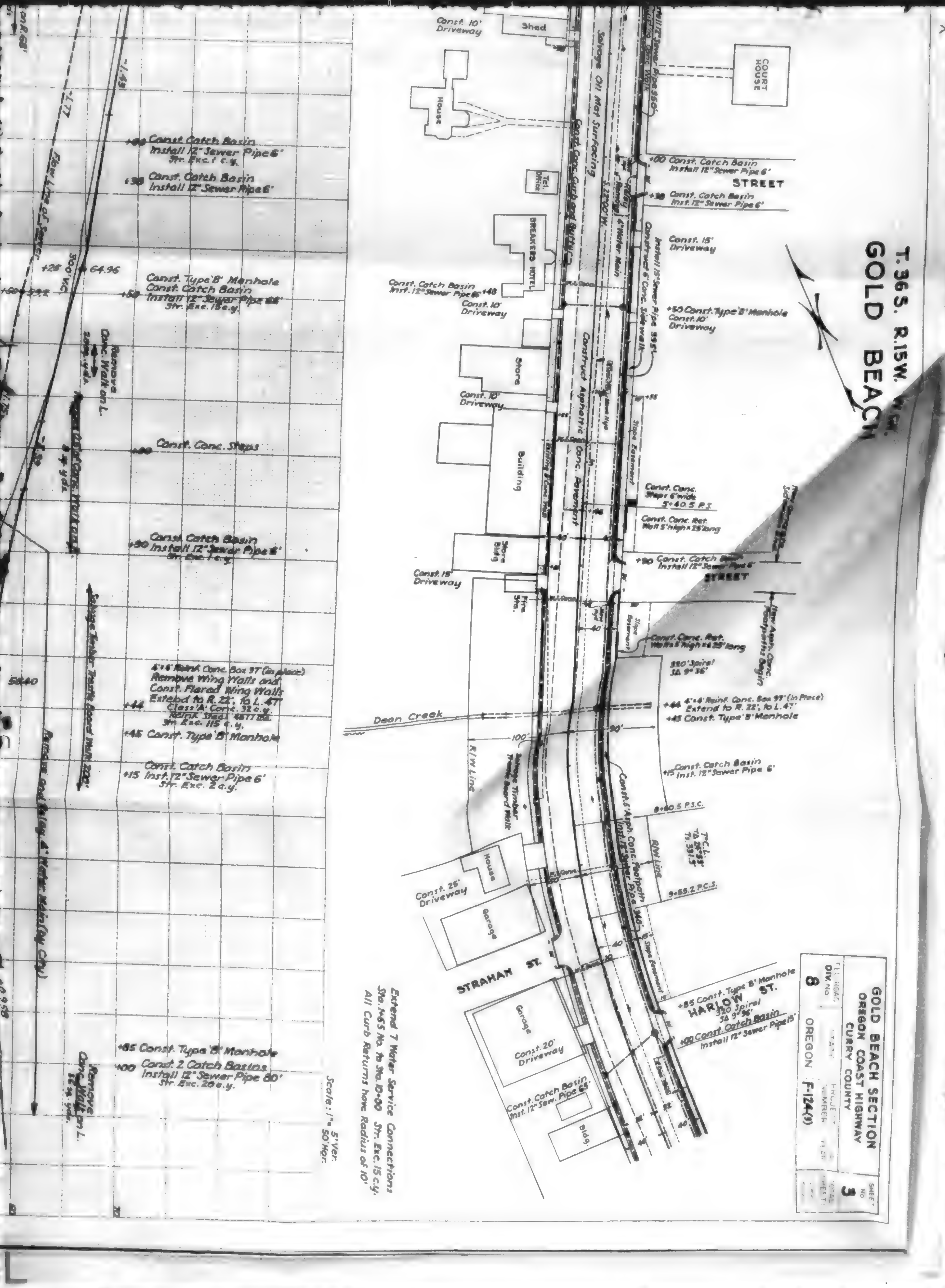
SECTION

DETAIL OF CONCRETE STEPS
Sta. 5+00



SECTION A


T. 36 S. R. 15 W. W.M.
GOLD BEACH
BEGINNING OF PROJECT
STA. 3+40
P.C. 3+59.6
SUNSET INN
Shrubs
Driveway
Cabins
Standard Ser. Sta.
Stafford
Cabins
Sec. 36
N. 44° 07' E.
Move Hydrant
R/W Line
2+16.0 P.T.
P.C. R. Δ 22°07' T. 70.0
Const. 15' Driveway
Store
Bldg.
Store
Existing 6' Conc. Walk
R/W Line
Existing Conc. Walk
1+02.4 P.C.
32'
38'
+15 N. Const. Catch Basin Inst. 12" Sewer Pipe 15'
0+00 North = 0+00 South
+00 Const. Type B Manhole
STREET
Remove Conc. Walk 8'×68'
+30
Store Bldg.
Shed
Const. 10' Driveway
+25 Const. Catch Basin Inst. 12" Sewer Pipe 20'
Install 12" Sewer Pipe 350'
Existing Conc. Walk
COURT HOUSE
House
Salvage Oil Mat Surfacing
Const. Conc. Curb and Gutter
+00 Const. Catch Basin Install 12" Sewer Pipe 6'
STREET
+38 Const. Catch Basin Inst. 12" Sewer Pipe 6'
Tel. Office
S. 22°00' W.
Relay
Remove
6" Water Main
BREAKERS HOTEL
Const. 15' Driveway
Install 15" Sewer Pipe 395'
Construct 6' Conc. Sidewalk
Const. Catch Basin Inst. 12" Sewer Pipe 6 +48
Const. 10' Driveway
+50 Const. Type 'B' Manhole
Const. 10' Driveway
Store
Construct Asphaltic Conc. Pavement
Const. 10' Driveway
+95
Slope Easement
Building
Existing 6' Conc. Walk
Const. Conc. Steps 6' wide
5+40.5 P.S.
+46
Const. Conc. Ret. Wall 5' high × 25' long
New Const. Sidewalk this Side
Store Bldg.
+90 Const. Catch Basin Install 12" Sewer Pipe 6'
STREET
Const. 15' Driveway
Fire Sta.
Slope Easement
Const. Conc. Ret. Walls 5' high × 25' long
520' Spiral
SΔ 9°36'
New Asph. Conc. Serpentine Begin
+44 4'×4' Reinf. Conc. Box 97' (in Place) Extend to R. 22', to L. 47'
+45 Const. Type 'B' Manhole
Dean Creek
500' V.C.
+50
71.75
Remove 11' of Conc. Walk on R.
+17
65.7
Const. Catch Basin
+15 N. Install 12" Sewer Pipe 15'
Str. Exc. 3 c.y.
+00 Const. Type 'B' Manhole
Const. Catch Basin
+25 Inst. 12" Sewer Pipe 20'
Str. Exc. 3 c.y.
-1.43
-1.77
Flow Line of Sewer
+00 Const. Catch Basin
Install 12" Sewer Pipe 6'
Str. Exc. 1 c.y.
+38 Const. Catch Basin
Install 12" Sewer Pipe 6'
300' V.C.
+25
64.96
Const. Type 'B' Manhole
Const. Catch Basin
+50 Install 12" Sewer Pipe 6'
Str. Exc. 1 c.y.
Remove Conc. Walk on L.
Const. Conc. Steps
+40
Const. Catch Basin
+90 Install 12" Sewer Pipe 6'
Salvage Timber
+40
+44
6'×6' Reinf. Conc. Box 97' (in place)
Remove Wing Walls and
Const. Flared Wing Walls
Extend to R. 22', to L. 47'
Class 'A' Conc. 32 c.y.
Reinf. Steel
Str. Exc. 45 c.y.

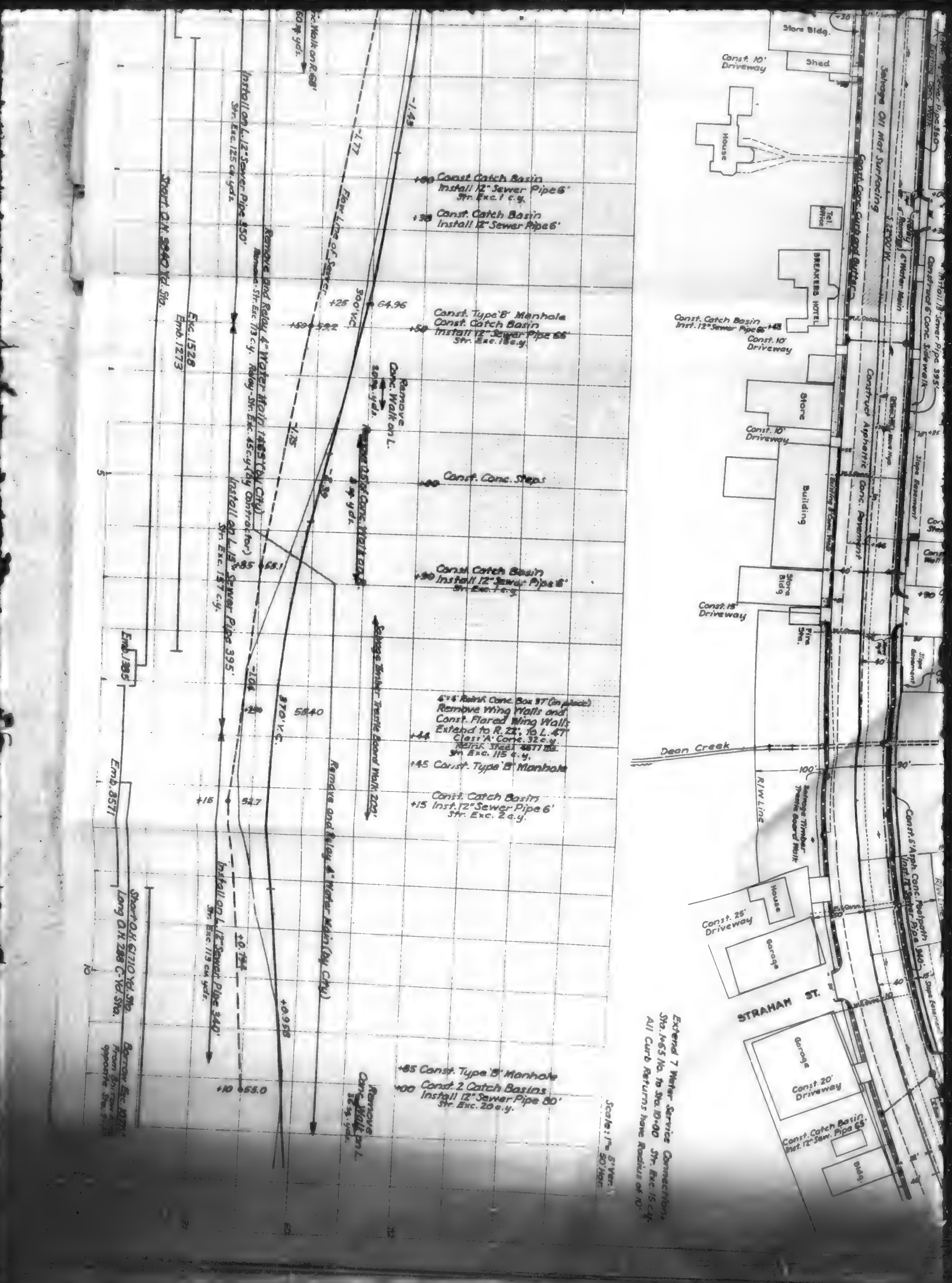

T. 36 S. R. 15 W.
GOLD BEACH
COURT HOUSE
Shed
House
Tel. Office
BREAKERS HOTEL
Store
Building
Store Bldg.
Fire Sta.
Garage
Bldg.
STREET
STRAHAN ST.
HARLOW ST.
Dean Creek
R/W Line
Const. 10' Driveway
Const. 15' Driveway
Const. 20' Driveway
Const. 25' Driveway
Salvage Oil Mat Surfacing
Const. Conc. Curb and Gutter
Construct Asphaltic Conc. Pavement
Construct 6' Conc. Sidewalk
+00 Const. Catch Basin Install 12" Sewer Pipe 6'
+38 Const. Catch Basin Inst. 12" Sewer Pipe 6'
+50 Const. Type 'B' Manhole Const. 10' Driveway
Const. Catch Basin Inst. 12" Sewer Pipe 65' +48
Const. Conc. Steps 6' wide
5+40.5 P.S.
Const. Conc. Ret. Wall 5' high × 25' long
+90 Const. Catch Basin Install 12" Sewer Pipe 6'
Const. Conc. Ret. Walls 5' high × 25' long
320' Spiral
+44 4'×4' Reinf. Conc. Box 97' (in Place) Extend to R. 22', to L. 47'
+45 Const. Type 'B' Manhole
+15 Const. Catch Basin Inst. 12" Sewer Pipe 6'
Salvage Timber Trestle Board Walk
Const. 5' Asph. Conc. Footpath
8+60.5 P.S.C.
9+85.2 P.C.S.
+85 Const. Type 'B' Manhole
320' Spiral
+00 Const. Catch Basin Install 12" Sewer Pipe 15'
Const. Catch Basin Inst. 12" Sew. Pipe 65'
+80 Const. Catch Basin Install 12" Sewer Pipe 6' Str. Exc. 1 c.y.
+38 Const. Catch Basin Install 12" Sewer Pipe 6'
+25 64.96
+50 59.2
+50 Const. Type 'B' Manhole Const. Catch Basin Install 12" Sewer Pipe 65' Str. Exc. 18 c.y.
Remove Conc. Walk on L.
+80 Const. Conc. Steps
+90 Const. Catch Basin Install 12" Sewer Pipe 6' Str. Exc. 1 c.y.
Salvage Timber Trestle Board Walk
4'×4' Reinf. Conc. Box 97' (in place) Remove Wing Walls and Const. Flared Wing Walls Extend to R. 22', to L. 47' Class 'A' Conc. 32 c.y. Reinf. Steel 4617 lbs. Str. Exc. 115 c.y.
+44
+45 Const. Type 'B' Manhole
+15 Const. Catch Basin Inst. 12" Sewer Pipe 6' Str. Exc. 2 c.y.
58.40
Remove and Relay 4" Water Main (by City)
Flow Line of Sewer
+85 Const. Type 'B' Manhole
+00 Const. 2 Catch Basins Install 12" Sewer Pipe 80' Str. Exc. 20 c.y.
Remove Conc. Walk on L.

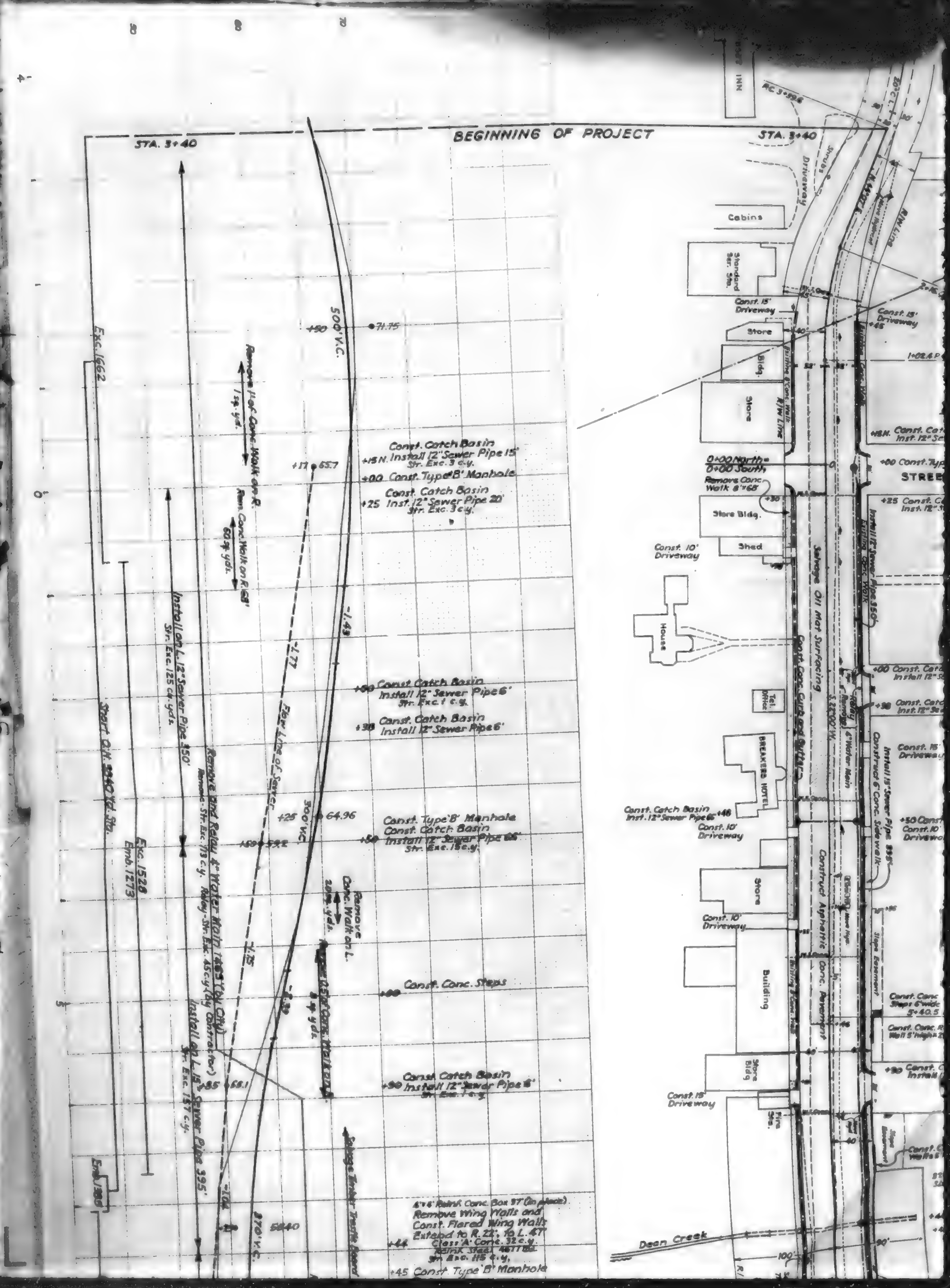
Extend 7 Water Service Connections Sta. 1+65 Rt. to Sta. 10+00 Str. Exc. 15 c.y.
All Curb Returns have Radius of 10'.

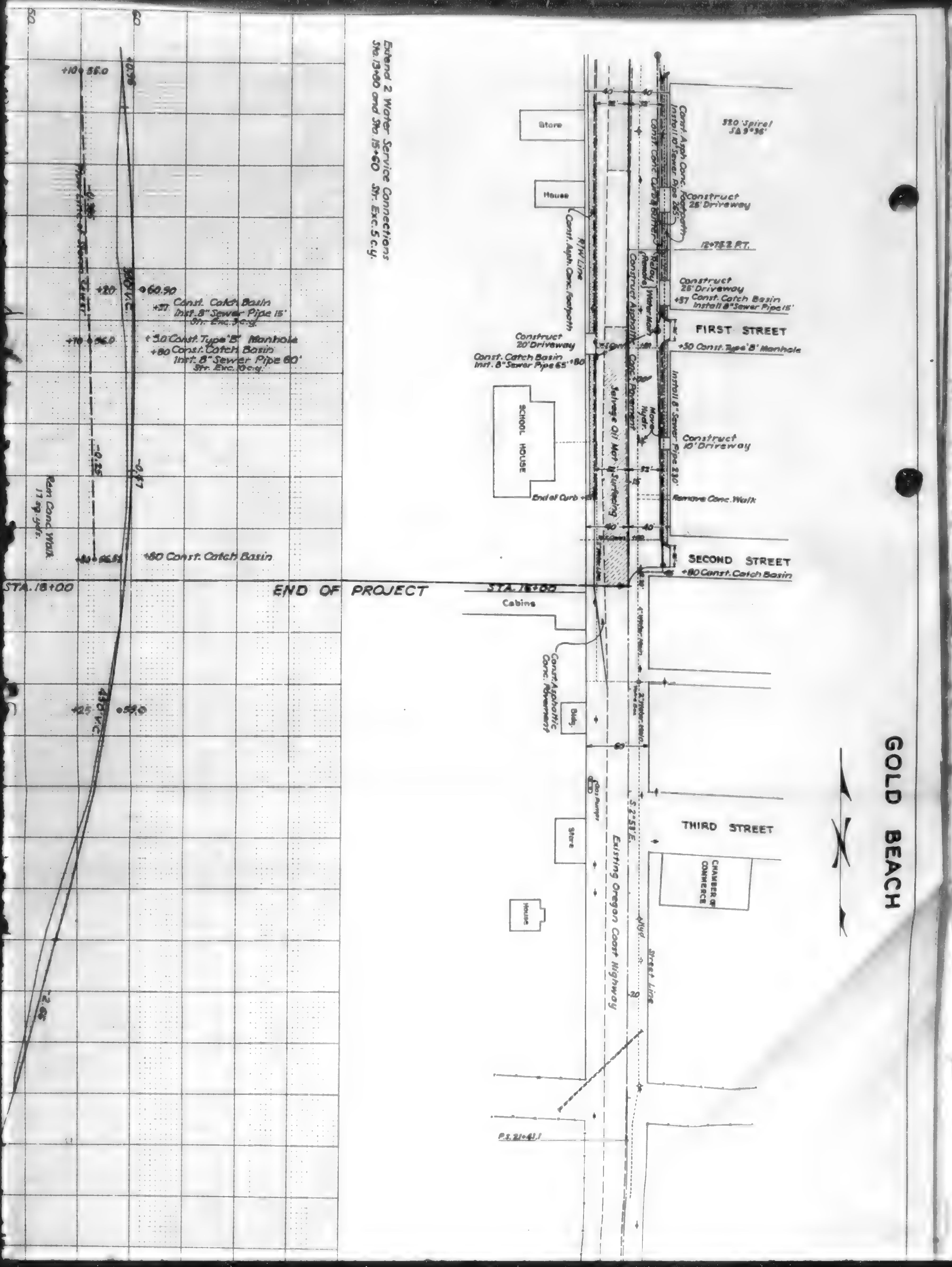
Scale: 1" = 5' Ver. 50' Hor.

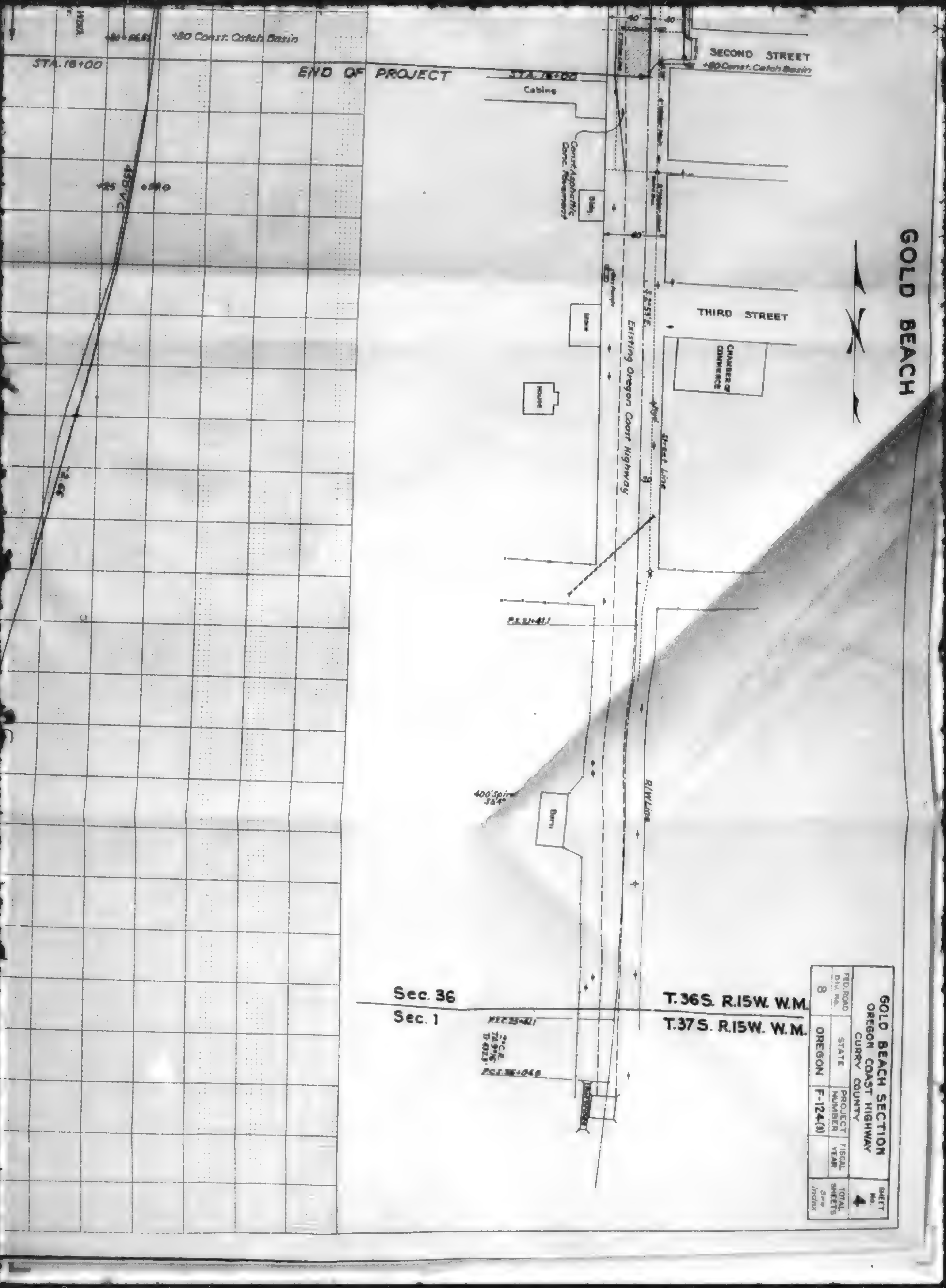
GOLD BEACH SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.
8	OREGON	F-124(1)	3


Store Bldg.
Shed
Const. 10' Driveway
House
Salvage Oil Mat Surfacing
Const. Conc. Curb and Gutter
Tel. Office
BREAKERS HOTEL
Const. Catch Basin Inst. 12" Sewer Pipe 6' +48
Const. 10' Driveway
Store
Construct Asphaltic Conc. Pavement
Construct 6' Conc. Sidewalk
Const. 10' Driveway
Building
Slope Easement
Store Bldg.
Const. 15' Driveway
Fire Sta.
Dean Creek
R/W Line
Salvage Timber Trestle Board Walk
Const. 6' Asph. Conc. Footpath
Inst. 12" Sewer Pipe 140'
House
Const. 25' Driveway
Garage
STRAHAN ST.
Garage
Const. 20' Driveway
Const. Catch Basin Inst. 12" Sew. Pipe 6'
Bldg.
+50 Const. Catch Basin
Install 12" Sewer Pipe 6'
Str. Exc. 1 c.y.
+38 Const. Catch Basin
Install 12" Sewer Pipe 6'
+25 64.96
+50 59.2
Const. Type 'B' Manhole
Const. Catch Basin
+50 Install 12" Sewer Pipe 66'
Str. Exc. 18 c.y.
300' V.C.
Remove Conc. Walk on L.
109 sq. yds.
Const. Conc. Steps
Remove Conc. Walk on L.
Const. Catch Basin
+90 Install 12" Sewer Pipe 6'
Str. Exc. 1 c.y.
+85 65.1
Salvage Timber Trestle Board Walk 209'
6"x6' Reinf. Conc. Box 37' (in place)
Remove Wing Walls and
Const. Flared Wing Walls
+44 Extend to R. 22'; to L. 47'
Class 'A' Conc. 32 c.y.
Reink Steel 4677 lbs.
Str. Exc. 115 c.y.
+45 Const. Type 'B' Manhole
+20 58.40
370' V.C.
+15 52.7
Const. Catch Basin
+15 Inst. 12" Sewer Pipe 6'
Str. Exc. 2 c.y.
Remove and Relay 4" Water Main (by City)
+85 Const. Type 'B' Manhole
+00 Const. 2 Catch Basins
Install 12" Sewer Pipe 80'
Str. Exc. 20 c.y.
Remove Conc. Walk on L.
+10 55.0
+0.958
-1.43
-1.77
Flow Line of Sewer
-1.15
-0.30
-1.06
+0.754
Remove and Relay 4" Water Main 1685' (by City)
Remove Str. Exc. 113 c.y. Relay Str. Exc. 45 c.y. (by Contractor)
Install on L. 12" Sewer Pipe 350'
Str. Exc. 125 cu. yds.
Install on L. 15" Sewer Pipe 395'
Str. Exc. 137 c.y.
Install on L. 12" Sewer Pipe 340'
Str. Exc. 119 cu. yds.
Remove Conc. Walk on R. 60 sq. yds.
Short O.H. 2940 Yd. Sta.
Exc. 1528
Emb. 1273
Emb. 185
Emb. 8511
Short O.H. 67110 Yd. Sta.
Long O.H. 288 C. Yd. Sta.
Borrow Exc. 1071
From Borrow Area opposite Sta.
5
10
Extend 7 Water Service Connections
Sta. 1+65 No. to Sta. 10+00 Str. Exc. 15 c.y.
All Curb Returns have Radius of 10'
Scale: 1" = 5' Ver.
30' Hor.

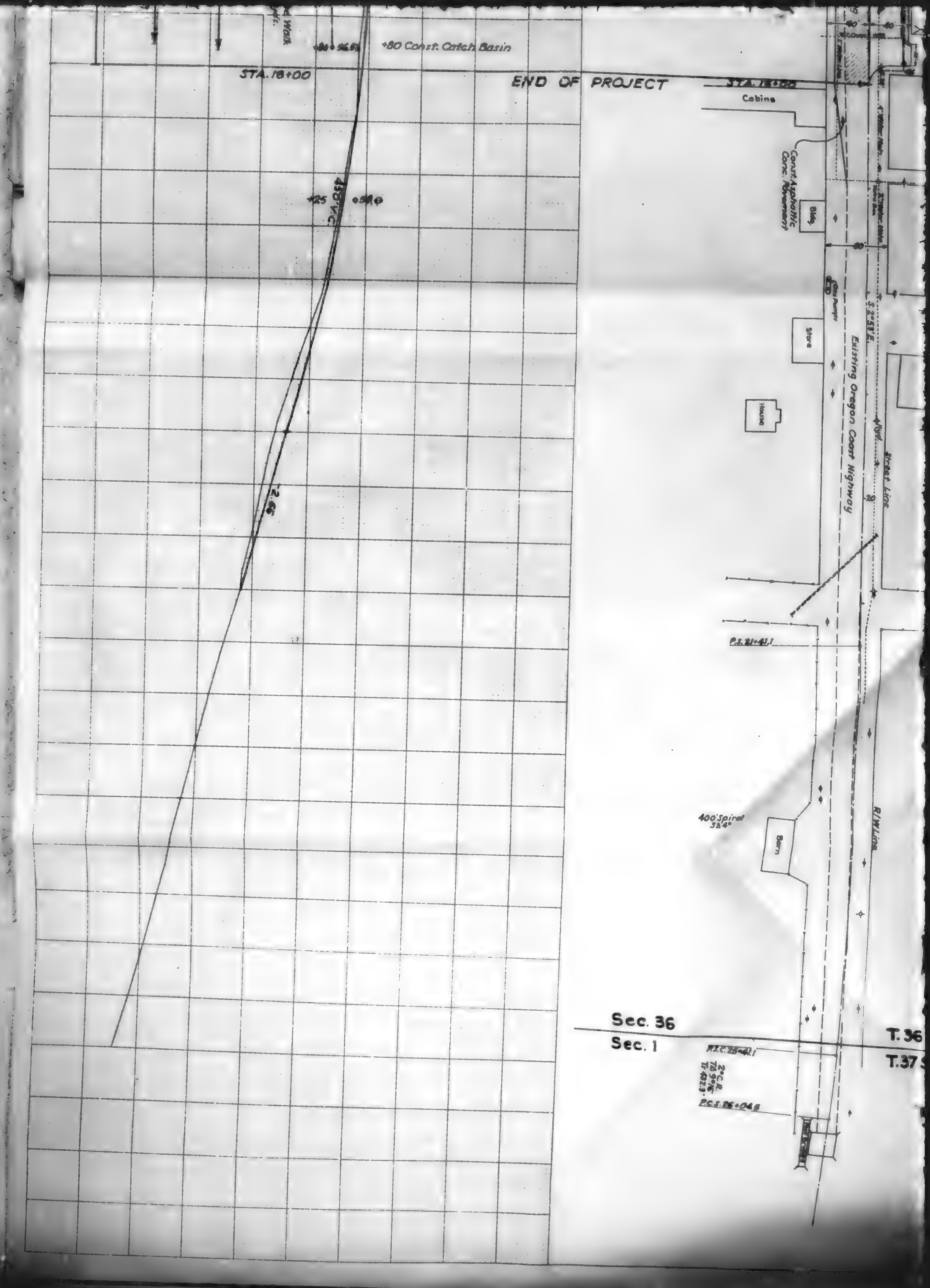

BEGINNING OF PROJECT
STA. 3+40
STA. 3+40
70
80
90
0
5
Exc. 1662
Exc. 1528
Emb. 1273
Emb. 1180
Short Grid. 5840 Yd. Sta.
500' V.C.
+50 71.75
+17 65.7
Remove 11 sf. Conc. Walk on R.
1 sq. yd.
Rem. Conc. Walk on R. 58'
60 sq. yds.
Install on L. 12" Sewer Pipe 350'
Str. Exc. 125 cu. yds.
Remove and Relay 4" Water Main 1605' (by City)
Remove Str. Exc. 173 c.y. Relay Str. Exc. 45 c.y. (by Contractor)
Install on L. 12" Sewer Pipe 395'
Str. Exc. 137 c.y.
Const. Catch Basin
+15 N. Install 12" Sewer Pipe 15'
Str. Exc. 3 c.y.
+00 Const. Type 'B' Manhole
Const. Catch Basin
+25 Inst. 12" Sewer Pipe 20'
Str. Exc. 3 c.y.
-1.43
-1.77
Flow Line of Sewer
+60 Const. Catch Basin
Install 12" Sewer Pipe 6'
Str. Exc. 1 c.y.
+30 Const. Catch Basin
Install 12" Sewer Pipe 6'
+25 64.96
300' V.C.
+59 59.2
Const. Type 'B' Manhole
Const. Catch Basin
+50 Install 12" Sewer Pipe 65'
Str. Exc. 18 c.y.
Remove Conc. Walk on L.
20 sq. yds.
Remove Asphalt Conc. Walk on L.
8 sq. yds.
-1.75
-1.39
+60 Const. Conc. Steps
+85 68.1
Const. Catch Basin
+90 Install 12" Sewer Pipe 6'
Str. Exc. 1 c.y.
Salvage Timber Traffic Guard
-1.04
+20
270' V.C.
58.40
4'×4' Reinf. Conc. Box 37' (in place)
Remove Wing Walls and
Const. Flared Wing Walls
Extend to R. 22', to L. 47'
+44 Class 'A' Conc. 32 c.y.
Reinf. Steel 4877 lbs.
Str. Exc. 115 c.y.
+45 Const. Type 'B' Manhole
Dean Creek
100'
INN
PC 3+99.6
Shrubs
Driveway
Cabins
Standard Ser. Sta.
Const. 15' Driveway
Store
Bldg.
Store
R/W Line
0+00 North =
0+00 South
Remove Conc. Walk 6'×68'
+30
Store Bldg.
Shed
Const. 10' Driveway
House
Salvage Oil Mat Surfacing
Const. Conc. Curb and Gutter
Tel. Office
BREAKERS HOTEL
Const. Catch Basin +46
Inst. 12" Sewer Pipe 6'
Const. 10' Driveway
Store
Const. 10' Driveway
Construct Asphaltic Conc. Pavement
Building
Store Bldg.
Const. 15' Driveway
Fire Sta.
Relay 4" Water Main
Const. 15' Driveway
+45
R/W Line
1+02.4 P
+15 N. Const. Cat
Inst. 12" Se
+00 Const. Typ
STREE
+25 Const. Cat
Inst. 12" S
Install 12" Sewer Pipe 350'
Existing Conc. Walk
+00 Const. Cat
Install 12" S
+30 Const. Cat
Inst. 12" Se
Const. 15' Driveway
Install 12" Sewer Pipe 395'
Construct 6' Conc. Sidewalk
+50 Const.
Const. 10' Drivewa
Slope Pavement
Const. Conc. Steps 6' wide
3+40.5
Const. Conc. R
Wall 5' high 2
+90 Const. C
Install 1
Slope Pavement
Const. C
Walls 5
30'
40'
28'

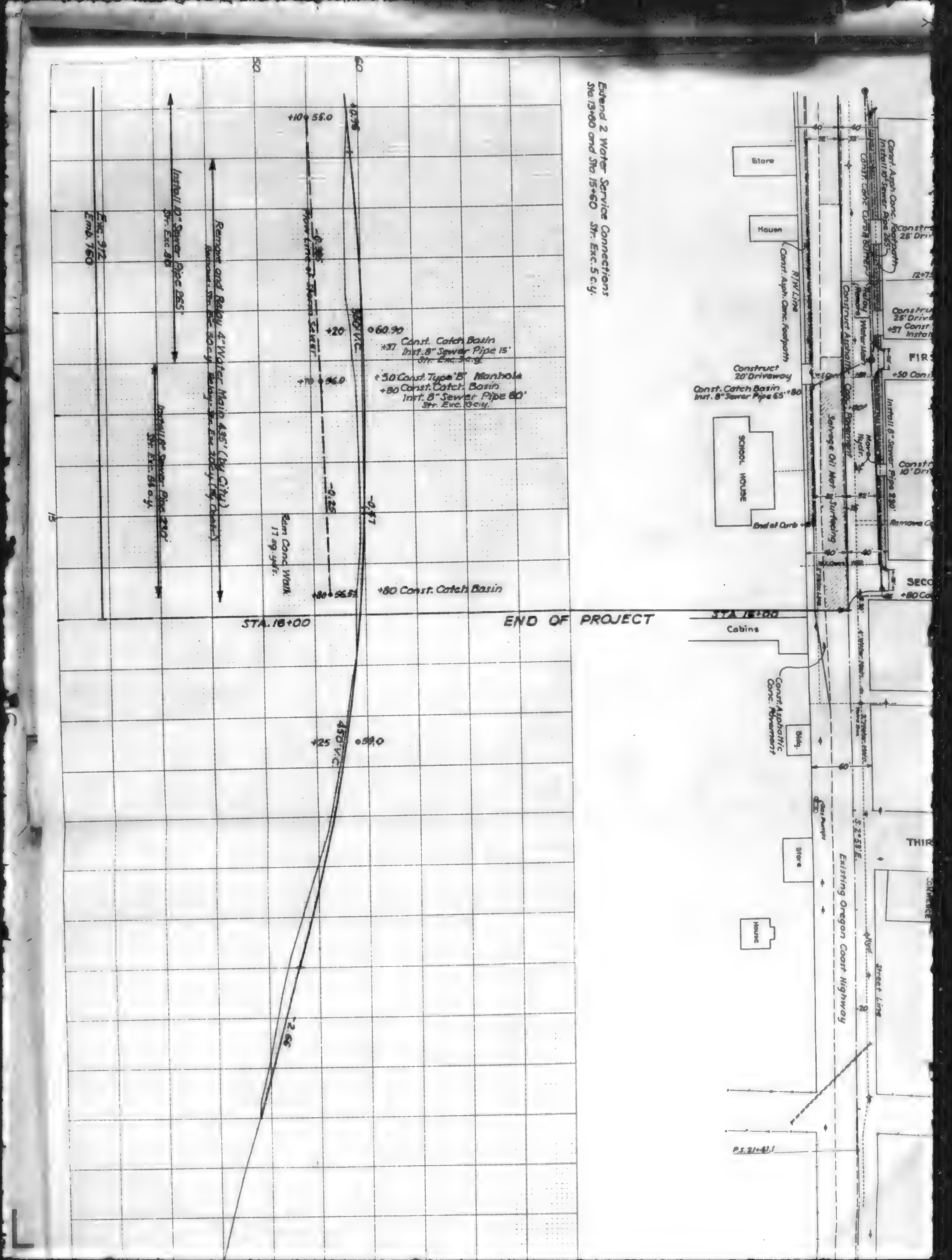

GOLD BEACH
50
60
Extend 2 Water Service Connections
Sta. 13+80 and Sta. 15+60 Str. Exc. 5 c.y.
+10 55.0
+20
60.90
510' V.C.
+37 Const. Catch Basin
Inst. 8" Sewer Pipe 15'
Str. Exc. 3 c.y.
+10 56.0
+50 Const. Type 'B' Manhole
+80 Const. Catch Basin
Inst. 8" Sewer Pipe 60'
Str. Exc. 10 c.y.
-0.25
-0.57
Rem. Conc. Walk
11 sq. yds.
+80 56.5
+80 Const. Catch Basin
STA. 16+00
END OF PROJECT
+25
430' V.C.
58.0
-2.65
Store
House
320' Spiral
S△ 9°36'
40
40
32
32
Const. Asph. Conc. Footpath
Install 10" Sewer Pipe 265'
Const. Conc. Curb & Gutter
Construct
25' Driveway
12+75.2 P.T.
R/W Line
Const. Asph. Conc. Footpath
Relay Hydrant
Water Main
Construct Asphaltic Conc. Pavement
Construct
25' Driveway
+37 Const. Catch Basin
Install 8" Sewer Pipe 15'
FIRST STREET
+50 Const. Type 'B' Manhole
Construct
20' Driveway
Const. Catch Basin
Inst. 8" Sewer Pipe 65' +80
SCHOOL HOUSE
Salvage Oil Mat Surfacing
Move Hydr.
Install 8" Sewer Pipe 230'
Construct
10' Driveway
End of Curb
Remove Conc. Walk
40'
40'
SECOND STREET
+80 Const. Catch Basin
STA. 16+00
Cabins
4" Water Main
Const. Asphaltic Conc. Pavement
Bldg.
2" Water Main
60
Gas Pumps
Store
S 2°58' E.
Existing Oregon Coast Highway
THIRD STREET
CHAMBER OF COMMERCE
House
Street Line
20
P.S. 21+41.1



GOLD BEACH SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

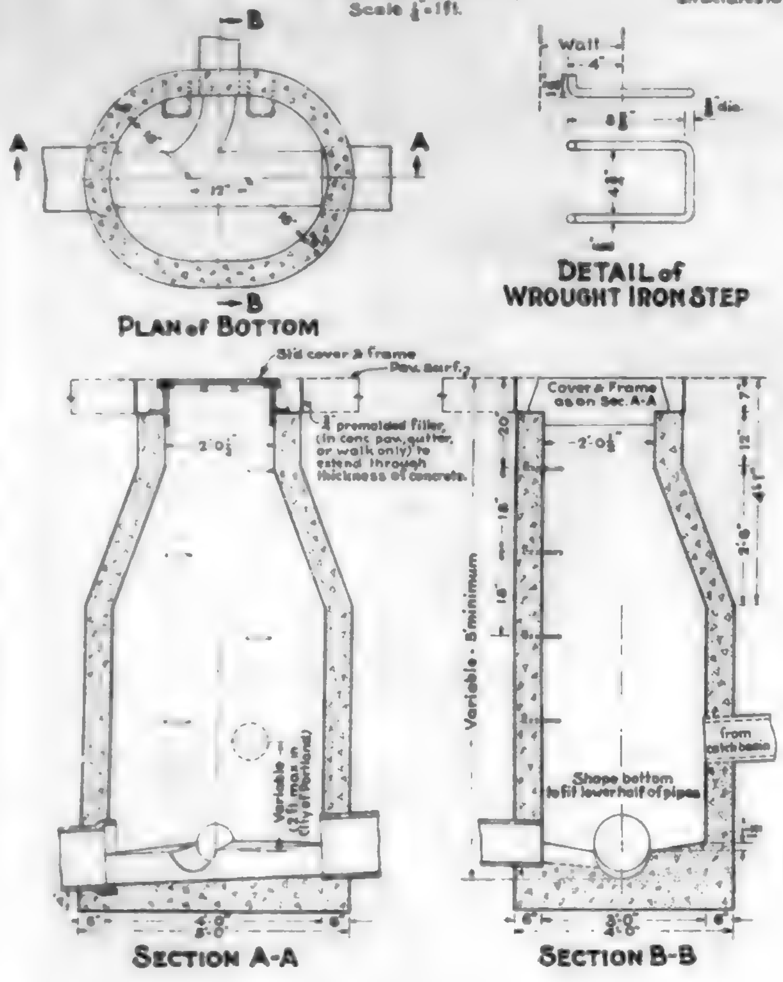
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	F-124(3)		4	See Index


Walk
+80 Const. Catch Basin
STA. 18+00
END OF PROJECT
STA. 18+00
Cabins
Const. Asphaltic Conc. Pavement
Bldg.
+25
450' V.C.
Gas Pumps
S. 2°58' E.
Store
Existing Oregon Coast Highway
House
Pipe
Street Line
20
-2.65
P.S. 21+41.1
400' Spiral
Barn
R/W Line
Sec. 36
Sec. 1
T. 36
T. 37
P.S.C. 25+41.1
2° C.R.
TO 9°16'
T. 423
P.C.S. 26+04.8


50
60
15
Exc. 912
Emb. 760
Install 10" Sewer Pipe 265'
Str. Exc. 80
Remove and Relay 4" Water Main 435' (By City)
Install 8" Sewer Pipe 230'
Str. Exc. 84 c.y.
Flow Line of Storm Sewer
+10 55.0
+10.78
-0.35
+20 60.90
300' V.C.
+37 Const. Catch Basin
Inst. 8" Sewer Pipe 15'
Str. Exc. 5 c.y.
+30 Const. Type "B" Manhole
+10 56.0
+80 Const. Catch Basin
Inst. 8" Sewer Pipe 60'
Str. Exc. 10 c.y.
-0.25
-0.37
Rem. Conc. Walk
11 sq. yds.
+80 56.51
+80 Const. Catch Basin
STA. 16+00
END OF PROJECT
STA. 16+00
+25 59.0
450' V.C.
-2.66
Extend 2 Water Service Connections
Sta. 13+80 and Sta. 15+60 Str. Exc. 5 c.y.
Store
House
R/W Line
Const. Asph. Conc. Footpath
Const. Asph. Conc. Footpath
Install 10" Sewer Pipe 265'
Const. Conc. Curb & Gutter
Construct 25' Driveway
12+75
Relay Water Main
Remove
Construct Asphaltic Conc. Pavement
Construct 25' Driveway
+37 Const
Install
FIRS
+50 Cons
Construct 20' Driveway
Const. Catch Basin
Inst. 8" Sewer Pipe 65' +80
SCHOOL HOUSE
Salvage Oil Mat Surfacing
Move Hydr.
Install 8" Sewer Pipe 230'
Constr 10' Dri
End of Curb
Remove C
40'
SECO
+80 Co
Cabins
Const. Asphaltic Conc. Pavement
Bldg.
60'
Gas Pumps
Store
House
S. 2°28' E.
Existing Oregon Coast Highway
Street Line
THIR
COMMERCE
P.S. 21+41.1

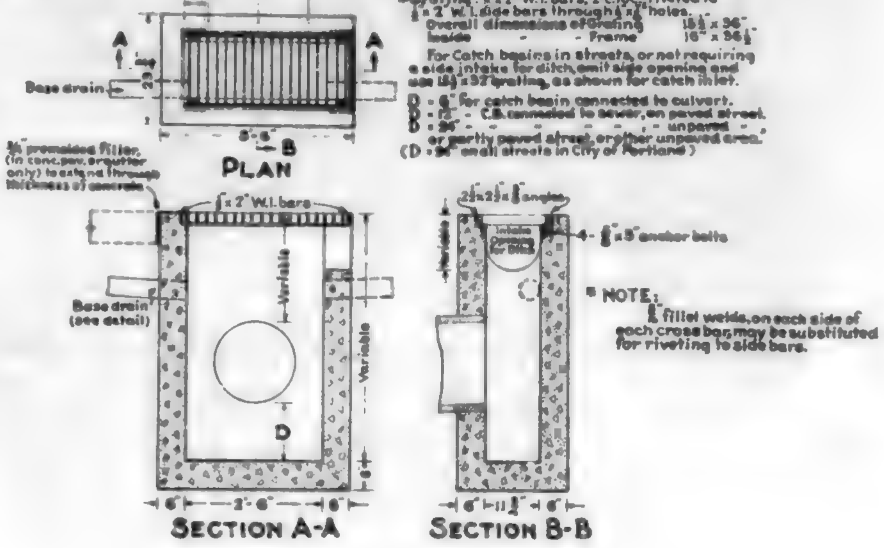
STANDARD MANHOLE
(TYPE A MANHOLE)
Scale ¼"=1ft.

NOTE
All Concrete in drainage structures to be Class A.


PLAN of BOTTOM
DETAIL of WROUGHT IRON STEP
Wall
Std. cover & frame
Pav. surf.
¾" premolded filler (in conc. pav. gutter, or walk only) to extend through thickness of concrete.
Cover & Frame as on Sec. A-A
Variable - 5' minimum
Shape bottom to fit lower half of pipes
from catch basin
Section A-A
Section B-B

CONCRETE CATCH BASIN
Scale ½"=1ft.

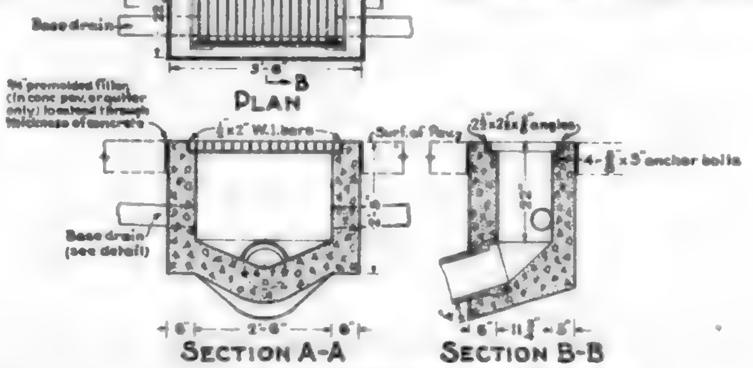
NOTE:
Catch Basin shown is for location in ditch.
*Grating: ¼ x 2" W.I. bars, 2" c. to c., riveted to ½ x 2" W.I. side bars through ⅜ x ⅝" holes.
Overall dimensions of Grating 15½ x 36"
Inside - - Frame 16" x 36½"
For Catch basins in streets, or not requiring a side intake for ditch, omit side opening and use 15½ x 32" grating, as shown for catch inlet.
D = 6" for catch basin connected to culvert.
D = 12" - C.B. connected to sewer, on paved street.
D = 24" - - - - - - , - unpaved - , or partly paved street, or other unpaved area.
(D = 24" on all streets in City of Portland)



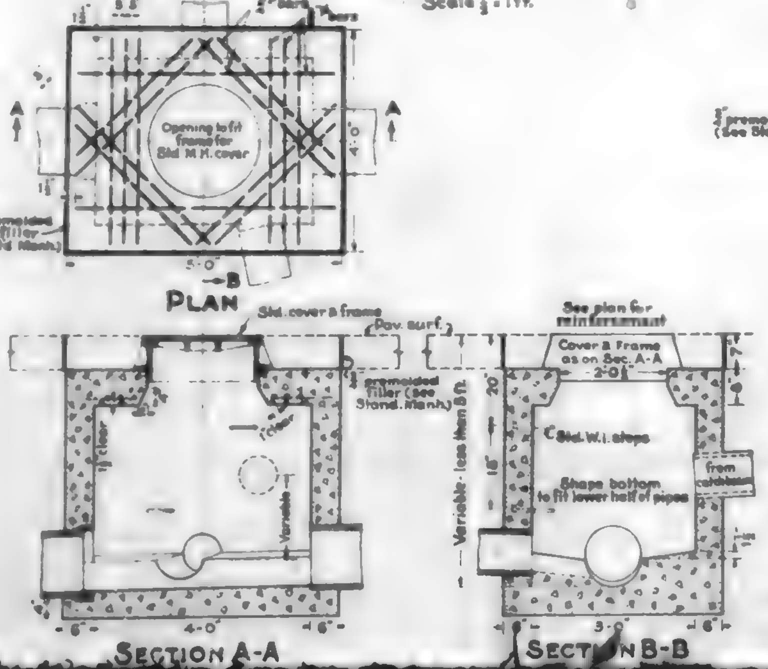
* NOTE:
* fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

CONCRETE CATCH INLET
Scale ½"=1ft.

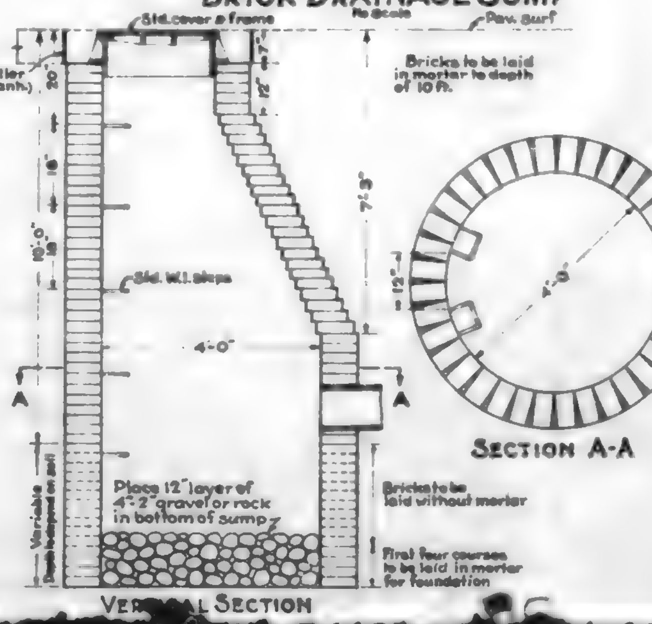
NOTE:
* Grating: ¼"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ⅜"x⅝" holes.
Overall dimensions of Grating 15½ x 32"
Inside - - Frame 16" x 32½"



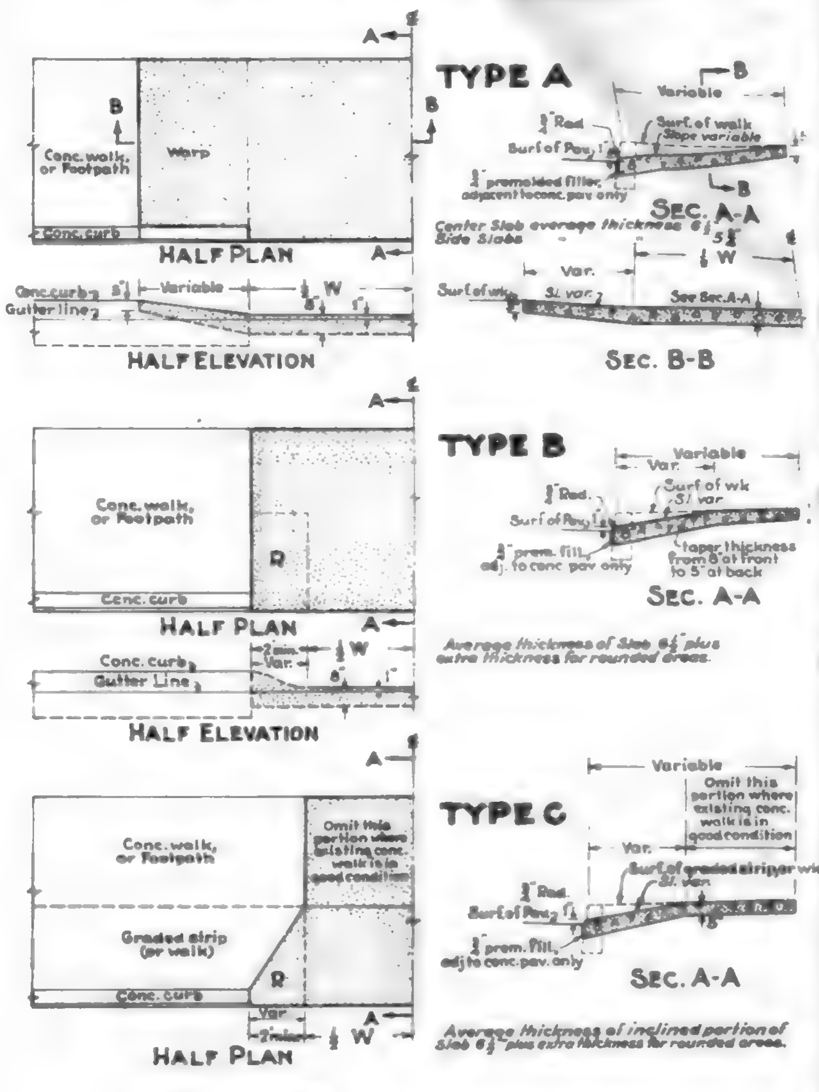
STANDARD SHALLOW MANHOLE
(TYPE B MANHOLE)
Scale ½"=1ft.


Opening to fit frame for Std. M.H. cover
¾" premolded filler (see Std. Manh.)
PLAN
Std. cover & frame
Pav. surf.
See plan for reinforcement
Cover & Frame as on Sec. A-A
Std. W.I. steps
Shape bottom to fit lower half of pipes
from catch basin
Variable - less than 5 ft.
Section A-A
Section B-B

BRICK DRAINAGE SUMP
No scale


Std. cover & frame
Pav. surf.
¾" premolded filler (See Stand. Manh.)
Bricks to be laid in mortar to depth of 10 ft.
Std. W.I. steps
Place 12" layer of 4"-2" gravel or rock in bottom of sump
Bricks to be laid without mortar
First four courses to be laid in mortar for foundation
Vertical Section
Section A-A

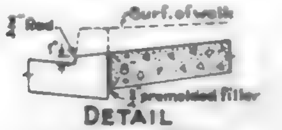
PORTLAND CEMENT CONCRETE



Average thickness of Slab 6¼" plus extra thickness for rounded areas.

Average thickness of inclined portion of Slab 6¼" plus extra thickness for rounded areas.

HALF ELEVATION
as shown for Type B


DETAIL
for TYPES A, B & C
Adjacent to combined curb & gutter

1. "W" is width of drivewa… is the entrance widt… pavement. W = 8 ft. m…
2. All types can be used … walk. (Graded strip is …
3. Where existing driv… as much as required … work.
4. Make driveway slop… over 12% where practic…
5. Where driveways a… select most suitable …
6. Areas marked "Warp" … "R" …
7. Increase thickness … directed on industria…

CONCRETE CURBS

NOTE
1. "E", curb exposure, standard 7", at islands 6", vary as shown on typical sections, or as directed
2. "H", variable as shown on typical

batter 1 in 6
Install 2 - ⅝" x 18" dowel bars, with sleeves, at all exp. joints.
All details as for Type A, except as shown
this portion to be poured for as conc. curb
batter

DRIV
Indicated

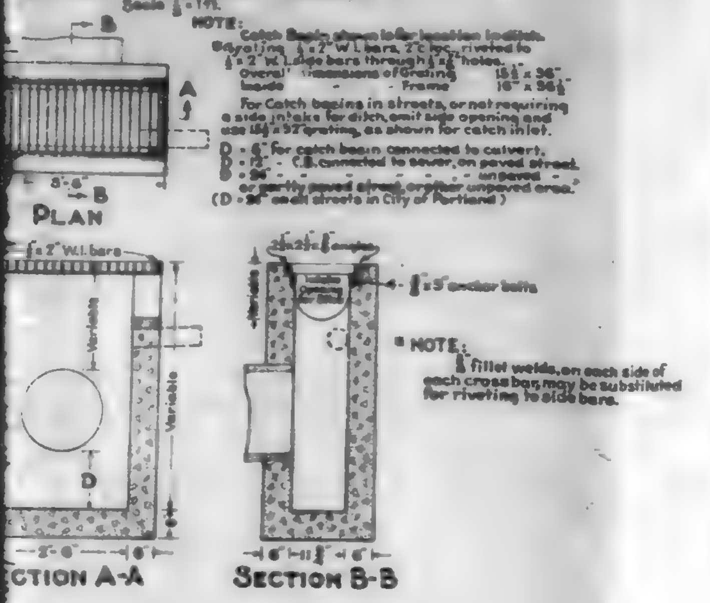
ONCRETE CATCH BASIN

Scale ½" = 1 ft.

NOTE:
Catch Basin shown is for location in ditch.
*Grating ¾ × 2" W.I. bars, 2" c to c, riveted to ¾ × 2" W.I. side bars through ⅜ × ⅜" holes.
Overall dimensions of Grating 15⅝" × 36"
Inside " " Frame 16" × 36⅝"

For Catch basins in streets, or not requiring a side intake for ditch, omit side opening and use 15⅝ × 32" grating, as shown for catch inlet.

D = 6" for catch basin connected to culvert.
D = 12" " C.B. connected to sewer, on paved street.
D = 36" " " " " " unpaved or partly paved street, or other unpaved area.
(D = 36" on all streets in City of Portland)

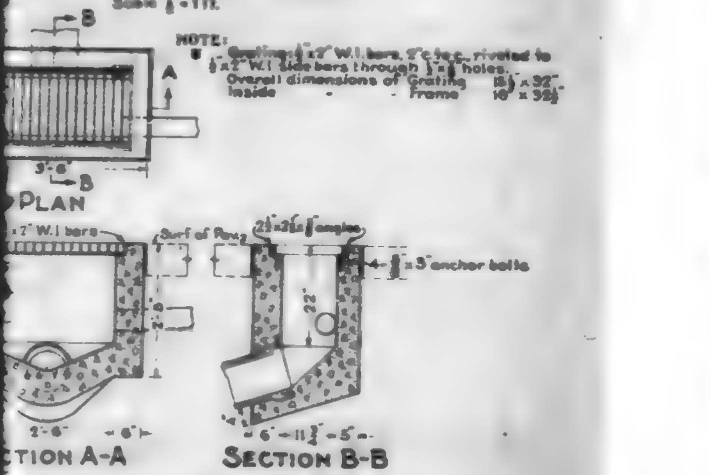


* NOTE:
⅜ fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

ONCRETE CATCH INLET

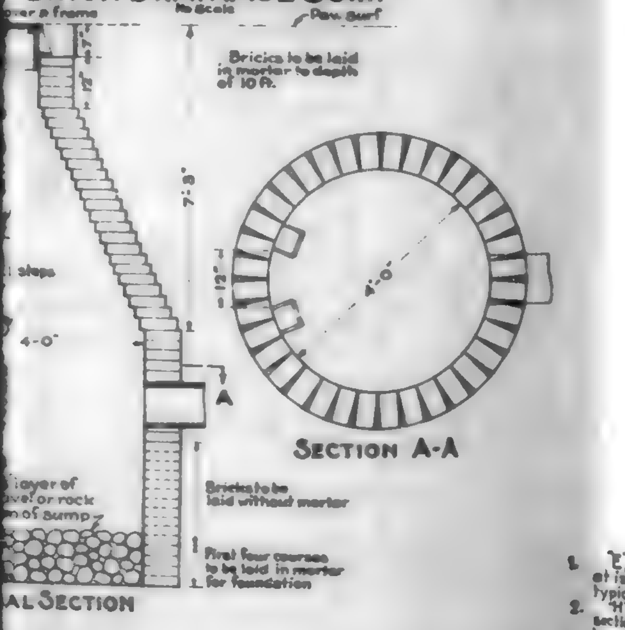
Scale ½" = 1 ft.

NOTE:
* Grating ¾ × 2" W.I. bars, 2" c to c, riveted to ¾ × 2" W.I. side bars through ⅜ × ⅜ holes.
Overall dimensions of Grating 15⅝" × 32"
Inside " " Frame 16" × 32⅝"



BRICK DRAINAGE SUMP

No Scale

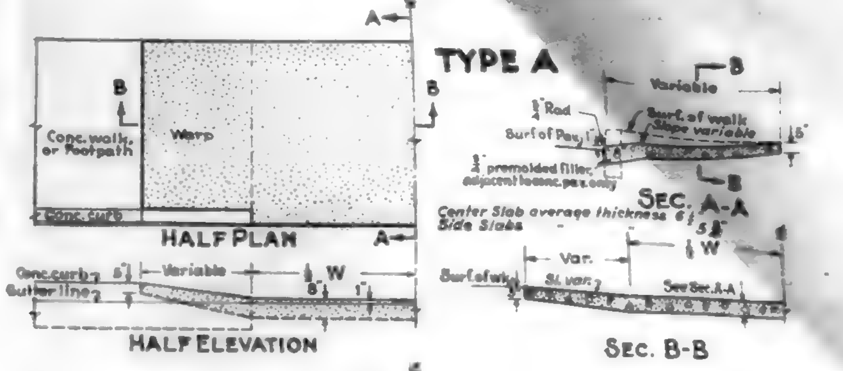

over & frame
Pav. surf
Bricks to be laid in mortar to depth of 10 ft.
steps
4'-0"
7'-3"
A
4'-0"
SECTION A-A
layer of
vel or rock
m of sump
Bricks to be laid without mortar
First four courses to be laid in mortar for foundation
AL SECTION

DRIVEWAYS

Indicated by Stippled Areas
No Scale

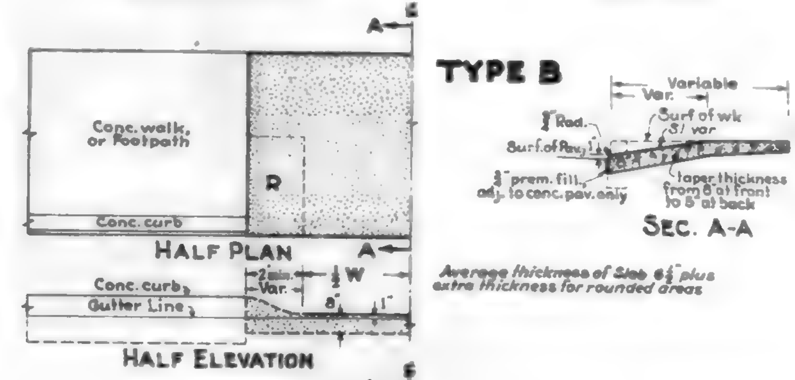
PORTLAND CEMENT CONCRETE

TYPE A



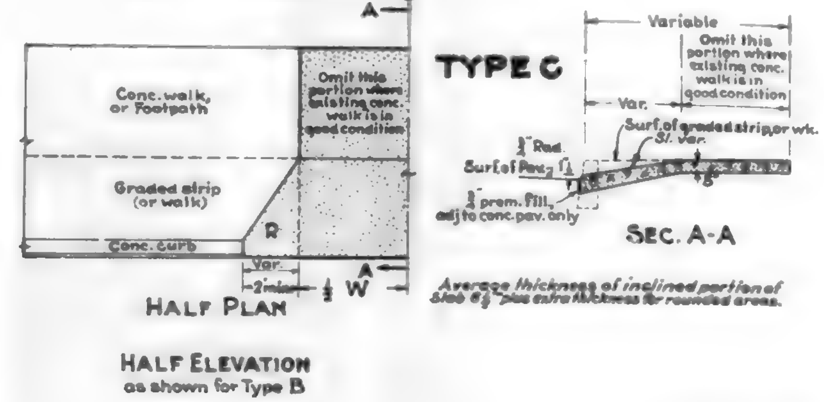
Center Slab average thickness 6½"
Side Slabs " " 5½"

TYPE B



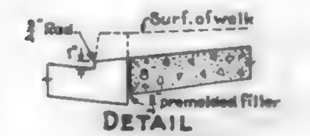
Average thickness of Slab 6½" plus extra thickness for rounded areas

TYPE C


A
Conc. walk, or Footpath
Omit this portion where existing conc. walk is in good condition
Graded strip (or walk)
R
Conc. curb
Var.
2' min.
½ W
A
HALF PLAN
Variable
Omit this portion where existing conc. walk is in good condition
Var.
Surf. of graded strip, or wk.
Sl. var.
¾" Rad.
Surf. of Pav.
5"
¾" prem. fill. adj. to conc. pav. only
SEC. A-A

HALF ELEVATION
as shown for Type B

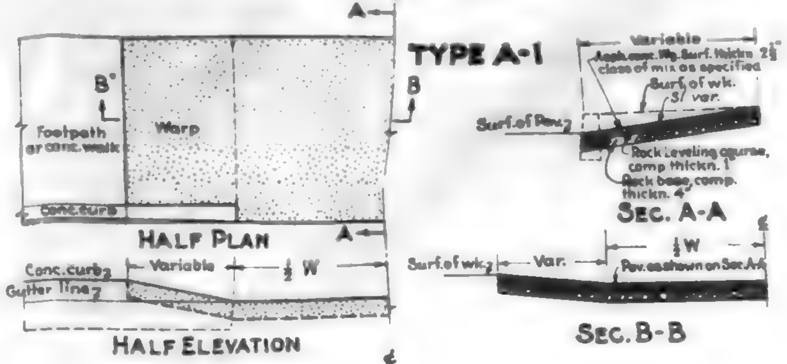
Average thickness of inclined portion of Slab 6½" plus extra thickness for rounded areas.



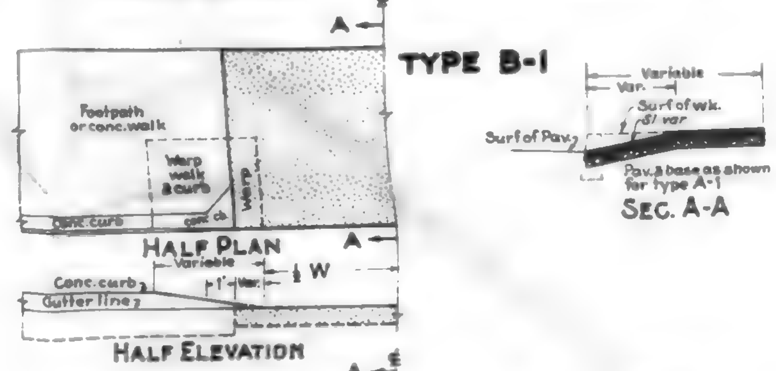
DETAIL
for TYPES A, B & C
Adjacent to combined curb & gutter

ASPHALTIC CONCRETE

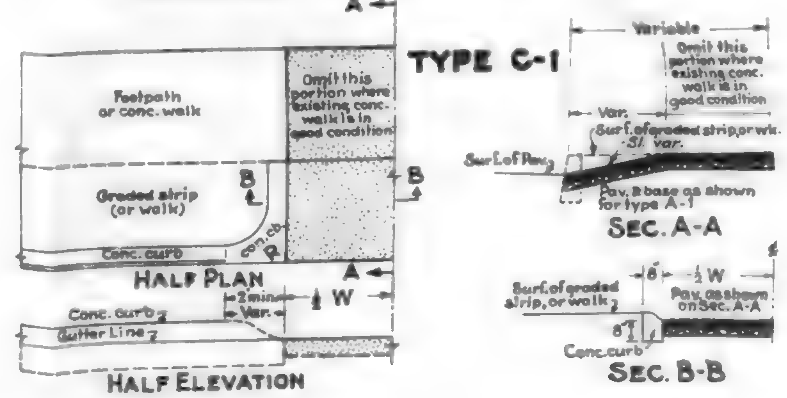
TYPE A-1



TYPE B-1



TYPE C-1


A
Footpath or conc. walk
Omit this portion where existing conc. walk is in good condition
B
Graded strip (or walk)
B
Conc. curb
conc. cb.
R
HALF PLAN
A
2' min.
Var.
½ W
Conc. curb
Gutter Line
HALF ELEVATION
Variable
Omit this portion where existing conc. walk is in good condition
Var.
Surf. of graded strip, or wk.
Sl. var.
Surf. of Pav.
Pav. & base as shown for type A-1
SEC. A-A
6"
½ W
Surf. of graded strip, or walk
Pav. as shown on Sec. A-A
8"
Conc. curb
SEC. B-B

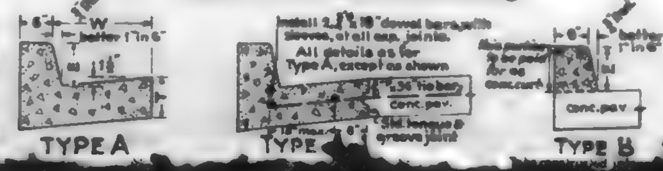
NOTE

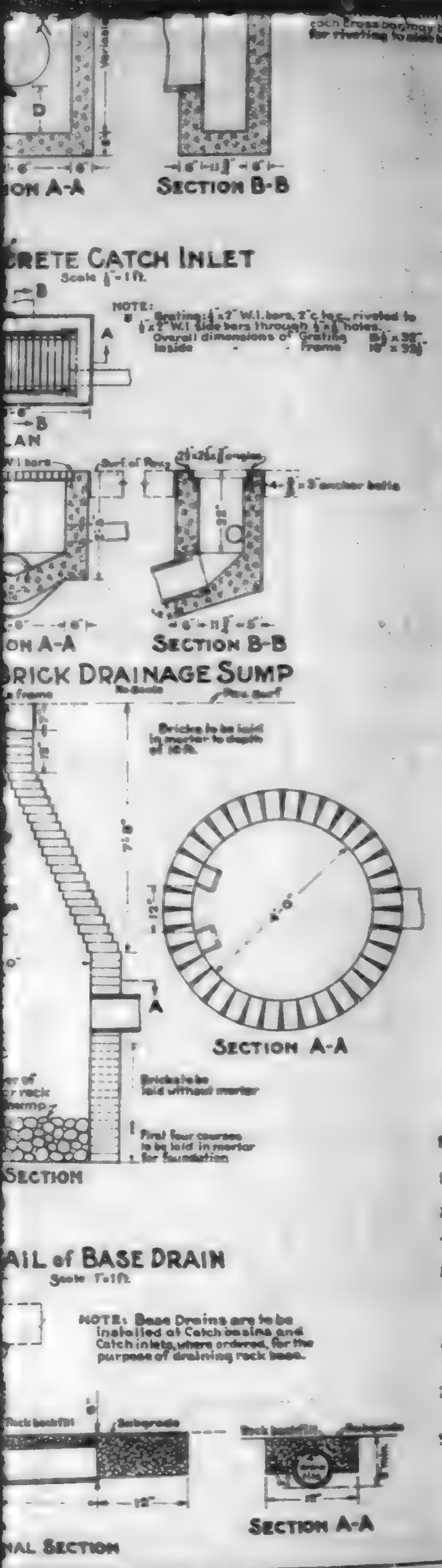
1. "W" is width of driveway (to be shown on plans), and is the entrance width of driveway at curb line or at edge of pavement. W = 8 ft. min. Minimum on heavily traveled highway 11 ft.
2. All types can be used with or without graded strip between curb & walk. (Graded strip is shown only for types "C" & "C-1").
3. Where existing driveway is in good condition, construct only as much as required for satisfactory connection with new work.
4. Make driveway slopes as flat as conditions permit. (Not over 12% where practicable, on heavily traveled highways).
5. Where driveways are adjacent to pavement without curb select most suitable type and modify details as required.
6. Areas marked "Warp" are to be warped.
   " " "R" " " " rounded, or warped and rounded.
7. Increase thickness of Asphaltic Concrete and Base, where directed on industrial or commercial driveways.

CONCRETE CURBS

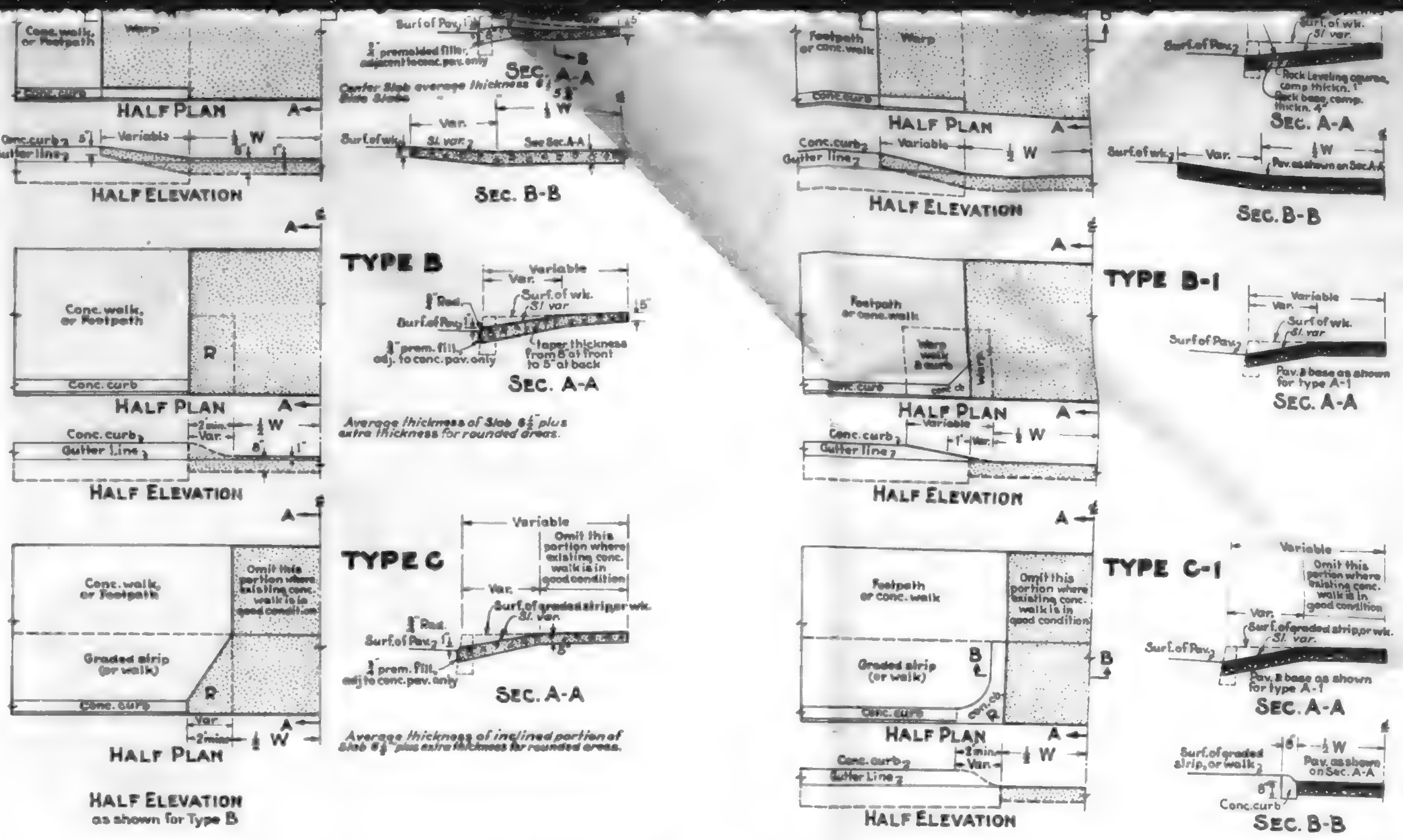
NOTE

1. "E", curb exposure, standard 7", at islands 6", vary as shown on typical sections, or as directed.
2. "H", variable, as shown on typical sections, or as directed. Min. 18", types C & D; min. 10" type E.
3. "W", (types A & A-1) = 18 or 24", see typ. sections.
4. Face batter is standard as shown. Var. as shown on


6"
W
batter 1" in 6"
1½"
TYPE A
Install 2-⅝" × 18" dowel bars, with sleeves, at all exp. joints.
All details as for Type A, except as shown
× 36" tie bars
conc. pav.
Std. tongue & groove joint
TYPE
6"
batter 1" in 6"
conc. pav.
TYPE B



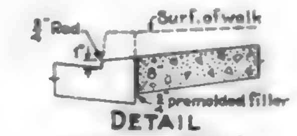
Cast Brass bar may be substituted for riveting to slab bars.
ON A-A
SECTION B-B
CRETE CATCH INLET
Scale ½"=1 ft.
NOTE:
Grating: 1½"x2" W.I. bars, 2" c. to c., riveted to 2½"x½" W.I. Side bars through ½" holes.
Overall dimensions of Grating
Frame
AN
ON A-A
SECTION B-B
3" anchor bolts
BRICK DRAINAGE SUMP
Bricks to be laid in mortar to depth of 10 ft.
SECTION A-A
Bricks to be laid without mortar
First four courses to be laid in mortar for foundation
SECTION
AIL of BASE DRAIN
Scale 1"=1 ft.
NOTE: Base Drains are to be installed at Catch basins and Catch inlets, where ordered, for the purpose of draining rock base.
Rock backfill
Subgrade
SECTION A-A
NAL SECTION



Conc. walk, or Footpath
Warp
HALF PLAN
Conc. curb
Gutter line
Variable
W
HALF ELEVATION
Surf. of Pav't
premolded filler adjacent to conc. pav. only
SEC. A-A
Center Slab average thickness 6¼"
SEC. B-B
TYPE B
Variable
Var.
Surf. of wk.
Sl. var.
prem. fill. adj. to conc. pav. only
taper thickness from 8" at front to 5" at back
Average thickness of Slab 6¼" plus extra thickness for rounded areas.
R
2 min.
TYPE C
Omit this portion where existing conc. walk is in good condition
Surf. of graded strip or wk.
Graded strip (or walk)
Average thickness of inclined portion of Slab 6¼" plus extra thickness for rounded areas.
HALF ELEVATION as shown for Type B
Footpath or conc. walk
Rock Leveling course, comp. thickn. 1"
Rock base comp. thickn. 4"
Pav. as shown on Sec. A-A
TYPE B-1
Pav. & base as shown for type A-1
TYPE C-1
Surf. of graded strip or walk
Conc. curb

NOTE

1. "W" is width of driveway (to be shown on plans), and is the entrance width of driveway at curb line or at edge of pavement. W = 8 ft. min. Minimum on heavily traveled highway 11 ft.
2. All types can be used with or without graded strip between curb & walk. (Graded strip is shown only for types "C" & "C-1").
3. Where existing driveway is in good condition, construct only as much as required for satisfactory connection with new work.
4. Make driveway slopes as flat as conditions permit. (Not over 12% where practicable, on heavily traveled highways).
5. Where driveways are adjacent to pavement without curb select most suitable type and modify details as required.
6. Areas marked "Warp" are to be warped
   " " "R" " " rounded, or warped and rounded.
7. Increase thickness of Asphaltic Concrete and Base, where directed on industrial or commercial driveways.

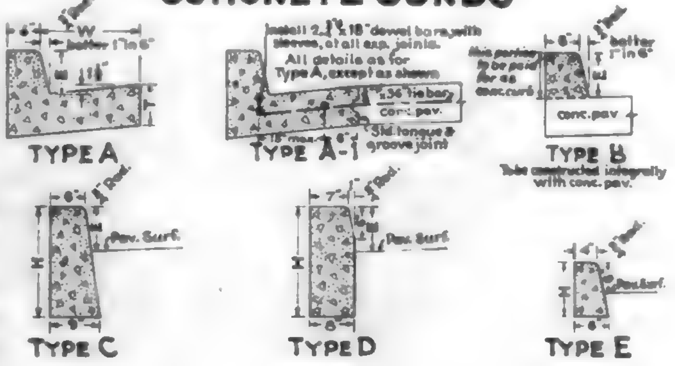


DETAIL
for TYPES A, B & C
Adjacent to combined curb & gutter

CONCRETE CURBS

NOTE

1. "E", curb exposure, standard 7"; at islands 6", vary as shown on typical sections, or as directed.
2. "H", variable, as shown on typical sections, or as directed. Min. 18", types "C" & "D"; min. 10", type "E".
3. "W" (types A & A-1) = 18" or 24"; see typ. sections.
4. Face batter is standard as shown. Vary as shown on typical sections, or as directed.
5. Types "C" & "D" are interchangeable, at the direction, or with the permission of the engineer. Type "D" is principally for use with conc. pav. to be constructed between side forms before curb is placed.
6. Type "E" is principally for use between bit. pav. and bit. footpath, adjacent or close to pav., to provide visible separation.
7. Where curbs of different types or heights connect make transition of sufficient length to prevent unsightly appearance.
8. "T" see typ. sections for "T" where gutter is adjacent to conc. pav't. "T" = T adjacent to bit. pav't.



W
batter 1" in 6"
TYPE A
Install 2-¾"x18" dowel bars, with sleeves, at all exp. joints.
All details as for Type A, except as shown
Tie bars
Conc. pav.
Std. tongue & groove joint
TYPE A-1
This portion to be paid for as conc. curb
Conc. pav.
TYPE B
To be constructed integrally with conc. pav.
Pav. Surf.
H
TYPE C
TYPE D
TYPE E

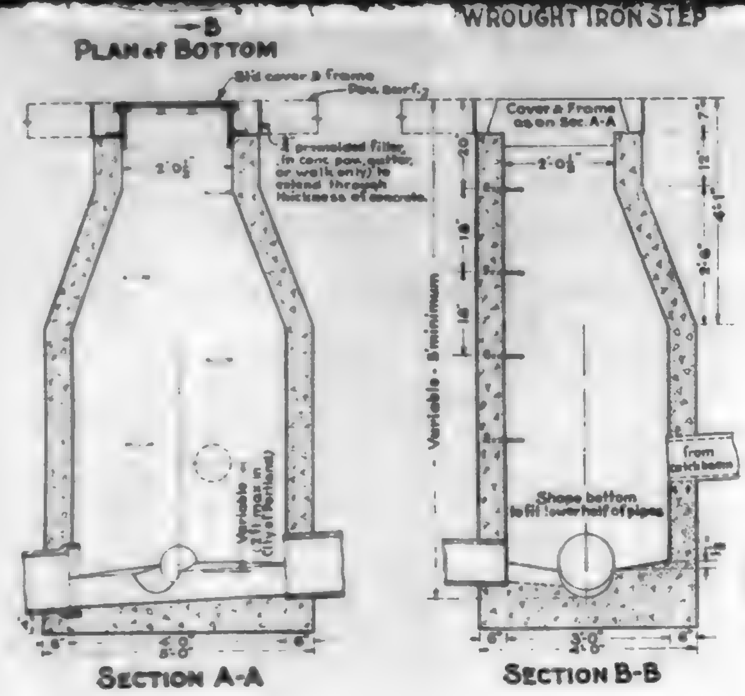
OREGON STATE HIGHWAY DEPARTMENT

Details of

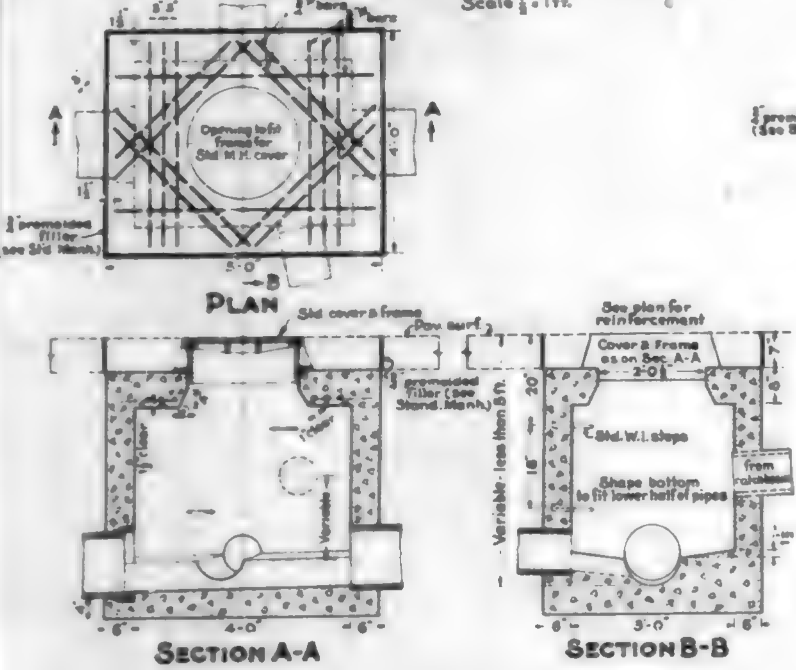
MISCELLANEOUS STRUCTURES
FOR URBAN PROJECTS

Scales:- As Shown July, 1940
Revised: 8-40, 9-40, 10-40, 10-41, 4-42, 3-47, 6-47.

Drg. No. 2050


WROUGHT IRON STEP
PLAN of BOTTOM
Std. cover & frame
Pav. surf.
Cover & Frame as on Sec. A-A
premolded filler (in conc. pav., gutter, or walk only) to extend through thickness of concrete.
Variable - 8' minimum
Variable 2'-11 max in City of Portland
Shape bottom to fit lower half of pipes
from catch basin
SECTION A-A
SECTION B-B

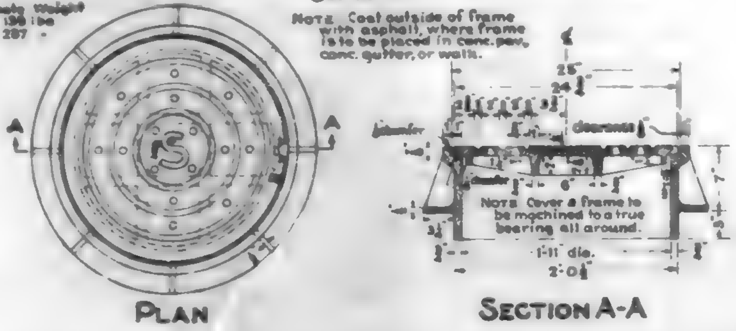
STANDARD SHALLOW MANHOLE
(TYPE B MANHOLE)
Scale ½"=1ft.

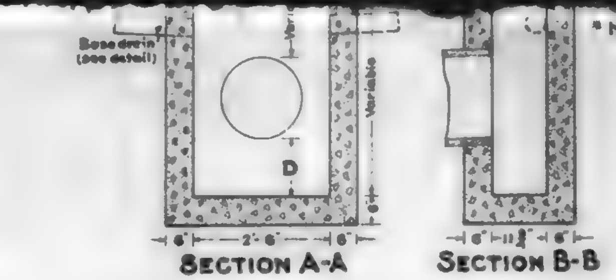

PLAN
Opening to fit frame for Std. M.H. cover
premolded filler (see Std. Manh.)
Std. cover & frame
Pav. surf.
See plan for reinforcement
Cover & Frame as on Sec. A-A
premolded filler (see Stand. Manh.)
Std. W.I. steps
Shape bottom to fit lower half of pipes
Variable - less than 8 ft.
from catch basin
SECTION A-A
SECTION B-B

STANDARD MANHOLE COVER and FRAME
Scale 1"=1ft.

Approximate Weight
Cover 136 lbs
Frame 287 "

NOTE: Coat outside of frame with asphalt, where frame is to be placed in conc. pav., conc. gutter, or walk.

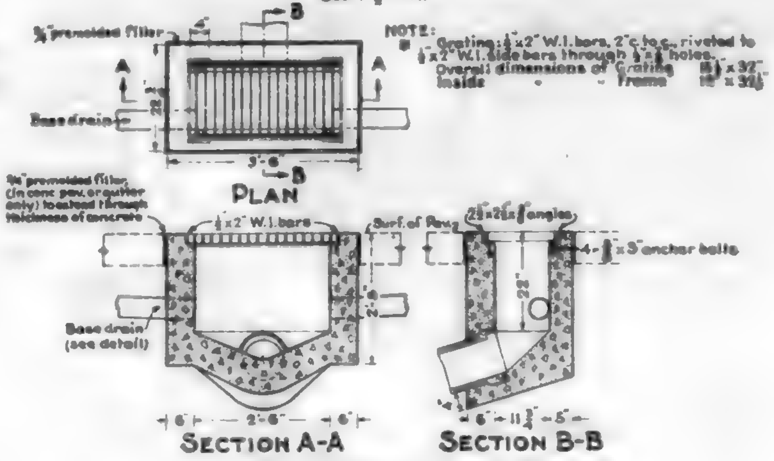

PLAN
NOTE: Cover & frame to be machined to a true bearing all around.
clearance
1-11 dia.
2'-0½
SECTION A-A



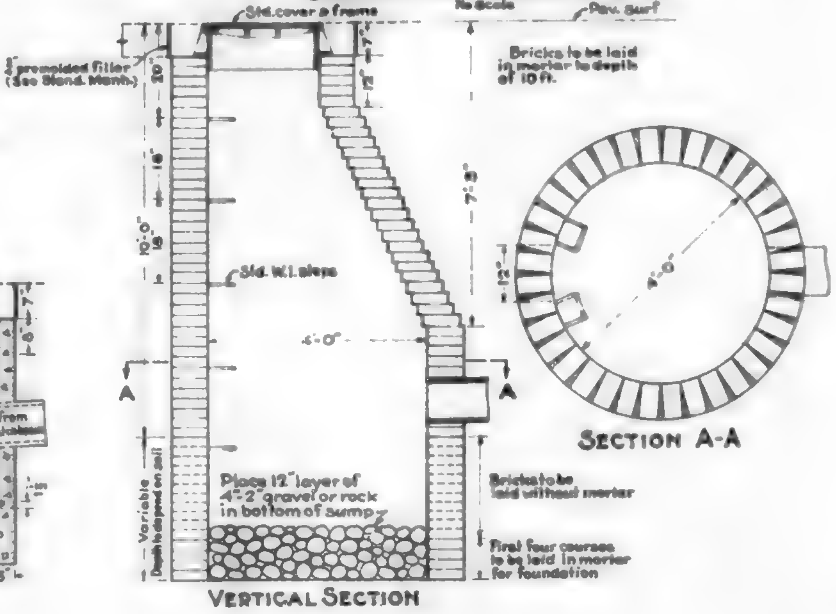
* NOTE: ¼" fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

CONCRETE CATCH INLET
Scale ½"=1ft.

NOTE:
* Grating: ¼"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ¼"x¼" holes.
Overall dimensions of Grating 15½" x 32"
Inside " " Frame 16" x 32½"

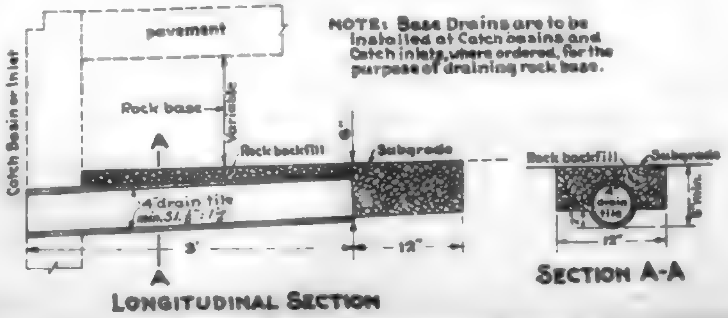


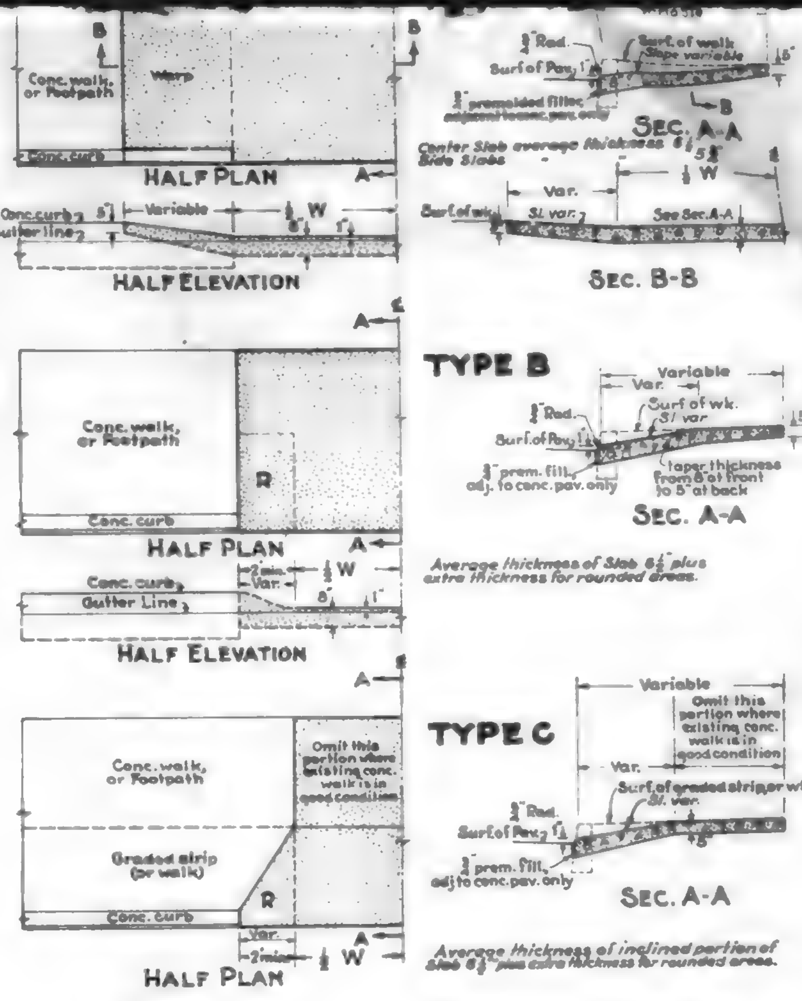
BRICK DRAINAGE SUMP
No Scale


Std. cover & frame
Pav. surf.
¾" premolded filler (See Stand. Manh.)
Bricks to be laid in mortar to depth of 10 ft.
Std. W.I. steps
4'-0"
Place 12" layer of 4"-2" gravel or rock in bottom of sump
Bricks to be laid without mortar
First four courses to be laid in mortar for foundation
Variable Depth to depend on soil
VERTICAL SECTION
SECTION A-A

DETAIL of BASE DRAIN
Scale 1"=1ft.

NOTE: Base Drains are to be installed at Catch basins and Catch inlets, where ordered, for the purpose of draining rock base.

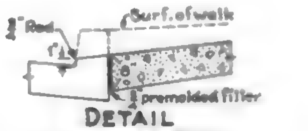




Average thickness of Slab 6½" plus extra thickness for rounded areas.

Average thickness of inclined portion of Slab 6½" plus extra thickness for rounded areas.

HALF ELEVATION
as shown for Type B



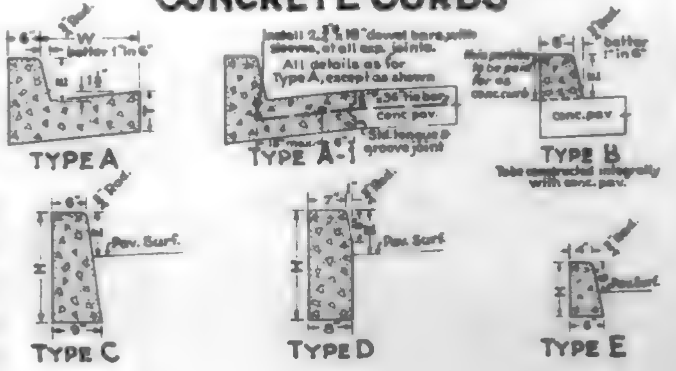
DETAIL
for TYPES A, B & C
Adjacent to combined curb & gutter

1. "W" is width of driveway (t
is the entrance width of d
pavement. W = 8 ft. min. Mini
2. All types can be used with or
walk. (Graded strip is shown
3. Where existing driveway i
as much as required for sati
work.
4. Make driveway slopes as
over 12% where practicable,
5. Where driveways are ad
select most suitable type
6. Areas marked "Warp" are
"R"
7. Increase thickness of A
directed on industrial or c

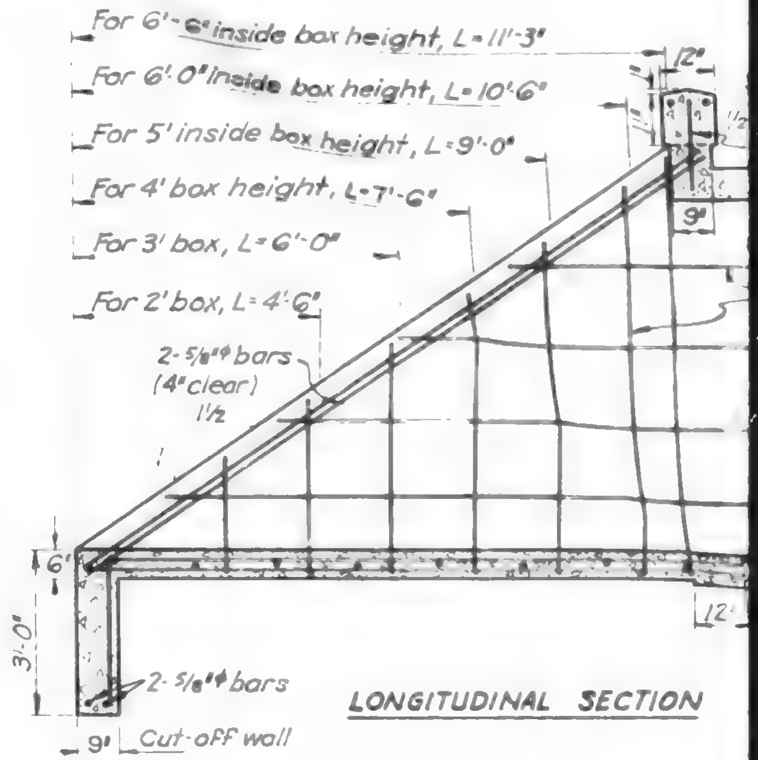
CONCRETE CURBS

NOTE

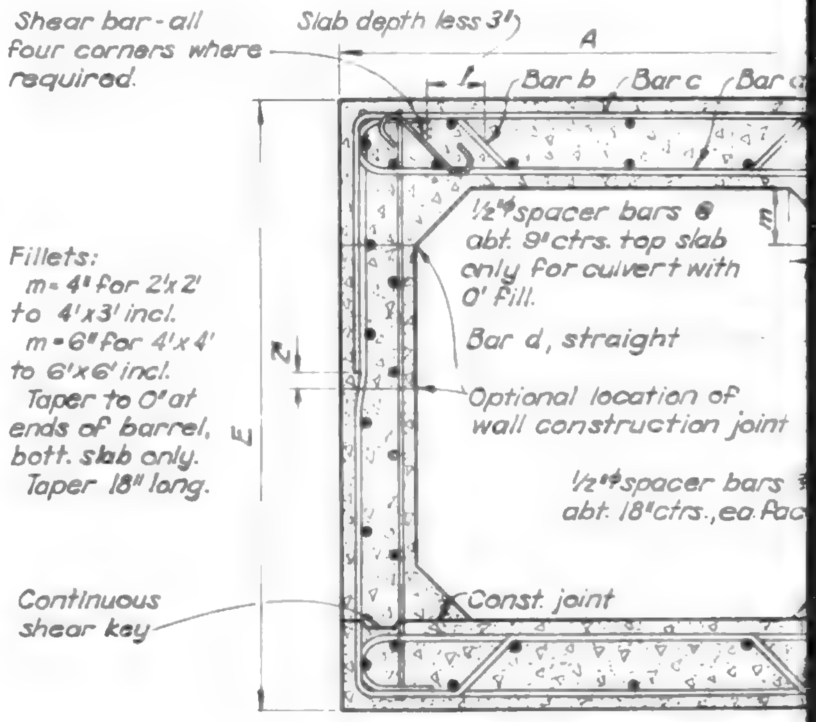
1. "E", curb exposure, standard 7", at islands 6", vary as shown on typical sections, or as directed.
2. "H", variable, as shown on typical sections, or as directed. Min. 16", types "C" & "D"; min. 10", type "E".
3. "W", (types "A" & "A-1") = 18" or 24", see typ. sections.
4. Face batter is standard as shown. Vary as shown on typical sections, or as directed.
5. Types "C" & "D" are interchangeable, at the direction, or with the permission of the engineer. Type "D" is principally for use with conc. pav. to be constructed between side forms, before curb is placed.
6. Type "E" is principally for use between bit. pav. and bit. footpath, adjacent or close to pav., to provide visible separation.
7. Where curbs of different types, or heights connect make transition of sufficient length to prevent unsightly appearance.
9. "T" see typ. sections for "T" where gutter is adjacent to conc. pav't. "T" = 7" adjacent to bit. pav't.


batter 1" in 6"
Pav. Surf.
TYPE A
Install 2-¾"x18" dowel bars, with sleeves, at all exp. joints.
All details as for Type A, except as shown
conc. pav.
Std. tongue & groove joint
TYPE A-1
This portion to be poured for as conc. curb
conc. pav.
TYPE B
To be constructed integrally with conc. pav.
TYPE C
TYPE D
TYPE E

SIZE Ft		FILL Ft	QUAN. Per Lin. Ft		DIMENSIONS Ft & Ins.		Ins		REINFORCING BARS a			b							c						ab,c	d			Long	Shear			
WIDTH	HGT		CONC Cu.Yds	STEEL Lbs	A	E	SLAB	WALL	SIZE	SPC	LGTH	SIZE	SPC	TOP LGT	TOP g	BOTT LGT	BOTT g	k	SIZE	SPC	TOP LGT	TOP g	BOTT LGT	BOTT g	f	SIZE	SPC	LGTH	NO	SIZE	SPC	NO	h
2	2	0	.193	24.77	3-0	3-0	6	6	3/8	5	3-6			NONE					3/8	10	5-3	1-5	7-11	2-9	2-9	3/8	10	2-9	15		NONE		
·	·	25	.193	20.76	·	·	6	6	3/8	17	3-6	3/8	17	5-5	1-5	8-1	2-9	7	3/8	17	5-3	1-5	7-11	2-9	2-9	3/8	10	2-9	14		·		
·	·	50	.193	28.60	·	·	6	6	3/8	9	3-6	3/8	9	5-5	1-5	8-1	2-9	7	3/8	9	5-3	1-5	7-11	2-9	2-9	3/8	10	2-9	14		·		
·	·	75	.193	37.22	·	·	6	6	1/2	10	3-9	1/2	10	6-3	1-10	8-1	2-9	7	3/8	10	5-3	1-5	7-11	2-9	2-9	3/8	10	2-9	14	3/8	10	4	4"
2	3	0	.23	26.56	3-0	4-0	6	6	3/8	5	3-6			NONE					3/8	10	5-3	1-5	9-11	3-9	2-9	3/8	10	3-9	15		NONE		
·	·	25	.23	24.44	·	·	6	6	3/8	10	3-6			·					3/8	8	5-3	1-5	9-11	3-9	2-9	3/8	10	3-9	14		·		
·	·	50	.23	31.88	·	·	6	6	3/8	12	3-6	3/8	12	5-5	1-5	10-1	3-9	8	1/2	12	6-1	1-10	9-11	3-9	2-9	3/8	10	3-9	14		·		
·	·	75	.23	40.36	·	·	6	6	1/2	8	3-9	3/8	8	5-5	1-5	10-1	3-9	8	3/8	8	5-3	1-5	9-11	3-9	2-9	3/8	9	3-9	14	3/8	8	4	4"
3	2	0	.23	31.04	4-0	3-0	6	6	1/2	6	4-9			NONE					3/8	9	6-3	1-5	8-11	2-9	3-9	3/8	9	2-9	12		NONE		
3	3	0	.267	35.04	4-0	4-0	6	6	1/2	6	4-9			NONE					3/8	9	6-3	1-5	10-11	3-9	3-9	3/8	9	3-9	15		NONE		
·	·	25	.267	30.39	4-0	4-0	6	6	1/2	13	4-9	3/8	13	6-5	1-5	11-1	3-9	9	3/8	13	6-3	1-5	10-11	3-9	3-9	3/8	9	3-9	14		·		
·	·	50	.279	50.33	4-0	4-1	6½	6	1/2	11	4-9	5/8	11	7-4	1-10	11-4	3-10	9	3/8	11	6-3	1-5	11-1	3-10	3-9	3/8	9	3-10	14	3/8	11	4	5"
·	·	60	.323	59.34	4-1	4-3	7½	6½	5/8	12	5-1	5/8	12	8-5	2-4	11-9	4-0	9	1/2	12	7-2	1-10	11-6	4-0	3-10	3/8	9	4-0	14	5/8	12	4	6½"
·	·	75	.343	64.47	4-2	4-4	8	7	5/8	9	5-2	1/2	9	7-7	1-10	12-1	4-1	9	1/2	9	7-3	1-10	11-9	4-1	3-11	3/8	9	4-1	14	3/8	9	4	7"
·	·	100	.382	83.86	4-3	4-6	9	7½	3/4	11	5-6	5/8	11	8-8	2-4	12-6	4-3	9	3/8	11	8-4	2-4	12-2	4-3	4-0	3/8	9	4-3	14	1/2	11	4	8½"
3	4	0	.304	38.38	4-0	5-0	6	6	1/2	6	4-9			NONE					3/8	9	6-3	1-5	12-11	4-9	3-9	3/8	9	4-9	17		NONE		
·	·	25	.304	36.26	4-0	5-0	6	6	1/2	12	4-9	3/8	12	6-4	1-5	13-1	4-9	9	3/8	12	6-3	1-5	12-11	4-9	3-9	3/8	9	4-9	16		·		
·	·	50	.331	62.85	4-1	5-1	6½	6½	1/2	9	4-10	1/2	9	7-4	1-10	13-4	4-10	9	1/2	9	7-2	1-10	13-2	4-10	3-10	3/8	9	4-10	16	3/8	9	4	5"
·	·	60	.359	65.60	4-2	5-2	7	7	1/2	13	4-11	5/8	13	8-7	2-4	13-9	4-11	10	5/8	13	8-3	2-4	13-5	4-11	3-11	3/8	9	4-11	16	3/8	13	4	5½"
·	·	75	.387	72.38	4-3	5-3	7½	7½	1/2	10	5-0	5/8	10	8-7	2-4	13-11	5-0	10	1/2	10	8-4	2-4	13-8	5-0	4-0	3/8	8	5-0	16	3/8	10	4	6½"
·	·	100	.413	90.41	4-4	5-4	8	8	5/8	10	5-4	5/8	10	8-9	2-4	14-3	5-1	11	3/8	10	8-5	2-4	13-11	5-1	4-1	3/8	5	5-1	16	1/2	10	4	7"
3	5	0	.341	38.57	4-0	6-0	6	6	1/2	6	4-9			NONE					3/8	9	6-3	1-5	14-11	5-9	3-9	3/8	9	5-9	18		NONE		
·	·	10	.341	34.63	·	·	6	6	3/8	9	4-6			·					3/8	7	6-3	1-5	14-11	5-9	3-9	3/8	9	5-9	16		·		
·	·	25	.341	54.09	·	·	6	6	1/2	12	4-9	1/2	12	7-8	1-10	15-1	5-9	9	1/2	12	7-1	1-10	14-11	5-9	3-9	3/8	7	5-9	16		·		
4	2	0	.267	44.22	5-0	3-0	6	6	1/2	4½	5-9			NONE					3/8	8	7-3	1-5	9-11	2-9	4-9	3/8	9	2-9	17		NONE		
·	·	10	.267	30.62	·	·	6	6	3/8	12	5-6	5/8	12	7-5	1-5	10-1	2-9	10	3/8	12	7-3	1-5	9-11	2-9	4-9	3/8	9	2-9	16		·		
4	3	0	.319	45.9	5-0	4-1	6½	6	1/2	5	5-9			NONE					3/8	8	7-3	1-5	12-1	3-10	4-9	3/8	9	3-10	18		NONE		
·	·	10	.304	33.12	5-0	4-0	6	6	3/8	12	5-6	3/8	12	7-5	1-5	12-1	3-9	10	3/8	12	7-3	1-5	11-11	3-9	4-9	3/8	9	3-9	16		·		
4	4	0	.366	49.08	5-0	5-1	6½	6	5/8	7	6-0			NONE					3/8	8	7-3	1-5	14-1	4-10	4-9	3/8	9	4-10	16		NONE		
·	·	2	.352	53.50	5-0	5-0	6	6	5/8	7	6-0			·					3/8	6	7-3	1-5	13-11	4-9	4-9	3/8	8	4-9	16		·		
·	·	8	.352	37.28	5-0	5-0	6	6	1/2	13	5-9	3/8	13	7-5	1-5	14-1	4-9	9	3/8	13	7-3	1-5	13-11	4-9	4-9	3/8	9	4-9	16		·		
·	·	15	.352	40.30	5-0	5-0	6	6	3/8	13	5-6	1/2	13	8-3	1-10	14-1	4-9	9	3/8	13	7-3	1-5	13-11	4-9	4-9	3/8	9	4-9	16		·		
·	·	20	.352	49.09	5-0	5-0	6	6	1/2	11	5-9	1/2	11	8-3	1-10	14-1	4-9	9	3/8	11	8-1	1-10	13-11	4-9	4-9	3/8	9	4-9	16		·		
·	·	25	.366	50.71	5-0	5-1	6½	6	1/2	13	5-9	5/8	13	9-4	2-4	14-4	4-10	9	3/8	13	7-3	1-5	14-1	4-10	4-9	3/8	9	4-10	16		·		
·	·	30	.381	60.73	5-0	5-2	7	6	5/8	14	6-0	5/8	14	9-5	2-4	14-7	4-11	9	1/2	14	8-1	1-10	14-3	4-11	4-9	3/8	9	4-11	16		·		
·	·	35	.397	69.20	5-1	5-2	7	6½	5/8	12	6-1	5/8	12	9-6	2-4	14-8	4-11	9	1/2	12	8-2	1-10	14-4	4-11	4-10	3/8	9	4-11	16		·		
·	·	40	.411	80.82	5-1	5-3	7½	6½	3/4	13	6-4	5/8	13	9-5	2-4	14-9	5-0	9	5/8	13	9-2	2-4	14-6	5-0	4-10	3/8	9	5-0	16	3/8	13	4	6½"
·	·	50	.463	83.47	5-3	5-4	8	7½	5/8	10	6-3	5/8	10	9-8	2-4	15-2	5-1	10	1/2	10	8-4	1-10	14-10	5-1	5-0	3/8	9	5-1	16	3/8	10	4	7"
·	·	60	.513	86.23	5-4	5-6	9	8	5/8	10	6-4	5/8	10	9-11	2-4	15-9	5-3	10	1/2	10	9-5	2-4	15-3	5-3	5-1	3/8	9	5-3	16	3/8	10	4	8½
·	·	70	.528	101.06	5-4	5-7	9½	8	7/8	7	6-11	7/8	17	11-8	3-3	15-10	5-4	10	5/8	17	9-5	2-4	15-5	5-4	5-1	3/8	9	5-4	16	1/2	8½	4	9"
4	5	0	.389	56.39	5-0	6-0	6	6	5/8	7	6-0			NONE					3/8	8	7-3	1-5	15-11	5-9	4-9	3/8	9	5-9	24		NONE		
·	·	20	.389	52.97	5-0	6-0	6	6	3/8	8	5-6	3/8	8	7-5	1-5	16-1	5-9	12	3/8	8	7-3	1-5	15-11	5-9	4-9	3/8	9	5-9	22		·		
·	·	30	.421	71.54	5-1	6-1	6½	6½	1/2	12	5-10	5/8	12	9-5	2-4	16-5	5-10	12	1/2	12	8-2	1-10	16-2	5-10	4-10	3/8	9	5-10	22		·		
·	·	40	.455	89.96	5-2	6-2	7	7	3/4	18	6-5	3/4	18	10-7	2-10	16-9	5-11	12	3/4	18	10-3	2-10	16-5	5-11	4-11	3/8	9	5-11	22	3/8	9	4	5½"
·	·	50	.522	97.80	5-4	6-4	8	8	5/8	11	6-4	5/8	11	9-8	2-4	17-2	6-1	13	5/8	11	9-5	2-4	16-11	6-1	5-1	3/8	9	6-1	22	3/8	11	4	7"
·	·	60	.522	104.30	5-4	6-4	8	8	5/8	15	6-4	7/8	15	11-7	3-3	17-5	6-2	13	5/8	15	9-5	2-4	17-1	6-2	5-1	3/8	9	6-1	22	3/8	7½	4	7"
·	·	70	.557	115.85	5-5	6-5	8½	8½	3/4	16	6-8	7/8	16	11-9	3-3	17-9	6-3	13	3/4	16	10-6	2-10	17-4	6-3	5-2	3/8	9	6-2	22	3/8	8	4	8"
4	6	30	.498	90.31	5-2	7-2	7	7	1/2	11	5-11	5/8	11	9-5	2-4	18-7	6-11	14	1/2	11	9-3	2-4	18-5	6-11	4-11	3/8	9	6-11	28	3/8	11	8	5½"
·	·	50	.580	121.20	5-4	7-4	8	8	3/4	12	6-7	5/8	12	9-9	2-4	19-3	7-1	14	5/8	12	9-5	2-4	18-11	7-1	5-1	1/2	6	7-1	28	3/8	12	8	7"
·	·	60	.609	126.09	5-5	7-5	8½	8½	5/8	12	6-5	3/4	12	10-10	2-10	19-4	7-1	14	5/8	12	9-6	2-4	19-0	7-1	5-2	3/8	5½	7-2	28	3/8	12	8	8"
5	3	0	.369	61.16	6-0	4-1	6½	6	5/8	6½	7-0			NONE					3/8	7	8-3	1-5	13-1	3-10	5-9	3/8	8	3-10	24		NONE		
·	·	10	.352	55.64	6-0	4-0	6	6	1/2	11	6-9	1/2	11	9-8	1-10	13-1	3-9	13	3/8	11	8-3	1-5	12-11	3-9	5-9	3/8	7	3-9	24		·		
5	5	0	.443	73.16	6-0	6-1	6½	6	5/8	6½	7-0			NONE					3/8	6½	8-3	1-5	17-1	5-10	5-9	3/8	9	5-10	34		NONE		
·	·	2	.443	79.61	6-0	6-1	6½	6	5/8	6½	7-0			·					1/2	8½	9-1	1-10	17-1	5-10	5-9	3/8	8	5-10	32		·		
·	·	8	.426	66.38	6-0	6-0	6	6	1/2	11	6-9	1/2	11	9-2	1-10	17-1	5-9	12	3/8	11	8-3	1-5	16-11	5-9	5-9	3/8	9	5-9	32		·		
·	·	15	.426	75.00	6-0	6-0	6	6	1/2	11	6-9	1/2	11	9-2	1-10	17-1	5-9	12	1/2	11	9-1	1-10	16-11	5-9	5-9	3/8	9	5-9	32		·		
·	·	20	.443	88.24	6-0	6-1	6½	6	5/8	17	7-0	3/4	17	11-4	2-10	17-4	5-10	12	5/8	17	10-1	2-4	17-1	5-10	5-9	3/8	9	5-10	32		·		
·	·	25	.480	96.16	6-1	6-2	7	6½	3/4	12	7-4	1/2	12	9-6	1-10	17-8	5-11	12	5/8	12	10-2	2-4	17-4	5-11	5-0	3/8	9	5-11	32		·		
·	·	30	.517	99.51	6-2	6-3	7½	7	3/8	11	7-2	5/8	11	10-6	2-4	17-10	6-0	12	1/2	11	9-3	1-10	17-7	6-0	5-1	3/8	8	6-0	32	3/8	11	8	6½"
·	·	35	.558	108.28	6-3	6-4	8	7½	5/8	10	7-3	5/8	10	10-8	2-4	18-2	6-1	12	1/2	10	9-4	1-10	17-10	6-1	6-0	3/8	9	6-1	32	3/8	10	8	7"
·	·	40	.575	129.26	6-3	6-5	8½	7½	7/8	17	7-10	3/4	17	11-9	2-10	18-5	6-2	12	7/8	17	12-2	3-3	18-0	6-2	6-0	3/8	9	6-2	32	3/8	8½	4	8"
·	·	50	.636	137.10	6-4	6-5	9½	8	7/8	12	7-11	5/8	12	10-10	2-4	18-6	6-2	12	3/4	12	11-5	2-10	18-1	6-2	6-1	3/8	9	6-2	32	3/8	12	4	9"
5½	6½	0	.557	99.44	6-6	7-9	7½	6	3/4	12	7-9	1/2	12	9-10	1-10	21-2	7-6	15	1/2	12	9-7	1-10	20-11	7-6	6-3	3/8	7	7-6	38		NONE		
5	7	0	.517	88.98	6-0	8-1	6½	6	5/8	7½	7-0			NONE					1/2	8½	9-1	1-10	21-1	7-10	5-9	3/8	9	7-10	44		NONE		
·	·	2	.517	83.57	6-0	8-1	6½	6	3/4	13	7-3	1/2	13	9-4	1-10	21-4	7-10	16	3/8	13	8-3	1-5	21-1	7-10	5-9	3/8	9	7-10	40		·		
·	·	8	.500	79.84	6-0	8-0	6	6	1/2	13	6-9	1/2	13	9-3	1-10	21-1	7-9	16	1/2	13	9-1	1-10	20-11	7-9	5-9	3/8	9	7-9	40		·		
·	·	15	.500	95.86	6-0	8-0	6	6	3/8	12	6-6	1/2	12	9-3	1-10	21-1	7-9	16	5/8	12	10-1	2-4	20-11	7-9	5-9	3/8	6	7-9	40		·		
·	·	40	.724	154.36	6-5	8-5	8½	8½	1/2	14	7-2	7/8	14	12-7	3-3	22-5	8-2	16	5/8	14	10-6	2-4	22-2	8-2	6-2	1/2	6	8-2	40	3/8	7	8	8"
6	3	0	.430	74.83	7-0	4-2	7	6	5/8	6	8-0			NONE					3/8	6	9-3	1-5	14-3	3-11	6-9	3/8	7	3-11	28		NONE		
·	·	2	.430	73.97	7-0	4-2	7	6	3/4	16	8-3	5/8	16	11-5	2-4	14-3	3-9	14	1/2	16	10-1	1-10	13-11	3-9	6-9	1/2	6½	3-9	26		·		
·	·	10	.389	77.73	7-0	4-0	6	6	1/2	15	7-9	5/8	15	11-3	2-4	14-1	3-9	14	1/2	15	10-1	1-10	13-11	3-9	6-9	1/2	5½	3-9	26		·		
6	4	0	.467	78.86	7-0	5-2	7	6	5/8	6	8-0			NONE					3/8	6	9-3	1-5	16-3	4-11	6-9	5/8	9	4-11	32		NONE		
·	·	2	.514	93.16	7-0	5-4	8	6	5/8	11	8-0	5/8	11	11-7	2-4	17-1	5-1	13	3/8	11	9-3	1-5	16-7	5-1	6-9	1/2	7	5-1	30		·		
·	·	10	.426	75.43	7-0	5-0	6	6	1/2	14	7-9	5/8	14	11-3	2-4	16-1	4-9	13	3/8	14	9-3	1-5	15-11	4-9	6-9	1/2	5½	4-9	30		·		
6	6	0	.541	89.53	7-0	7-2	7	6	3/4	9	8-3			NONE					1/2	10	10-1	1-10	20-3	6-11	6-9	3/8	9	6-11	38		NONE		
·	·	2	.541	87.06	7-0	7-2	7	6	3/4	15	8-3	5/8	15	11-5	2-4	20-7	6-11	14	3/8	15	9-3	1-5	20-3	6-11	6-9	3/8	7	6-11	34		·		
·	·	8	.520	85.10	7-0	7-1	6½	6	1/2	11	7-9	1/2	11	10-4	1-10	20-4	6-10	14	1/2	11	10-1	1-10	20-1	6-10	6-9	3/8	9	6-10	34		·		
·	·	15	.541	94.78	7-1	7-1	6½	6½	5/8	16	8-2	3/4	16	12-6	2-10	20-6	6-10	14	1/2	16	10-3	1-10	20-3	6-10	6-11	3/8	9	6-10	34		·		
															2-10		7-0	14				2-4	20-7	7-0	6-11			7-0	34		·		


For 6'-6" inside box height, L=11'-3"
For 6'-0" inside box height, L=10'-6"
For 5' inside box height, L=9'-0"
For 4' box height, L=7'-6"
For 3' box, L=6'-0"
For 2' box, L=4'-6"
2-5/8"⌀ bars (4" clear)
1½
12"
½
9"
6'
3'-0"
2-5/8"⌀ bars
9"
Cut-off wall
12"

LONGITUDINAL SECTION


Shear bar - all four corners where required.
Slab depth less 3")
A
L
Bar b
Bar c
Bar d
m
E
½"⌀ spacer bars @ abt. 9" ctrs. top slab only for culvert with 0' Fill.
Bar d, straight
Optional location of wall construction joint
½"⌀ spacer bars abt. 18" ctrs., ea. Fac
Continuous shear key
Const. joint

Fillets:
m = 4" for 2'x2' to 4'x3' incl.
m = 6" for 4'x4' to 6'x6' incl.
Taper to 0" at ends of barrel, bott. slab only.
Taper 18" long.

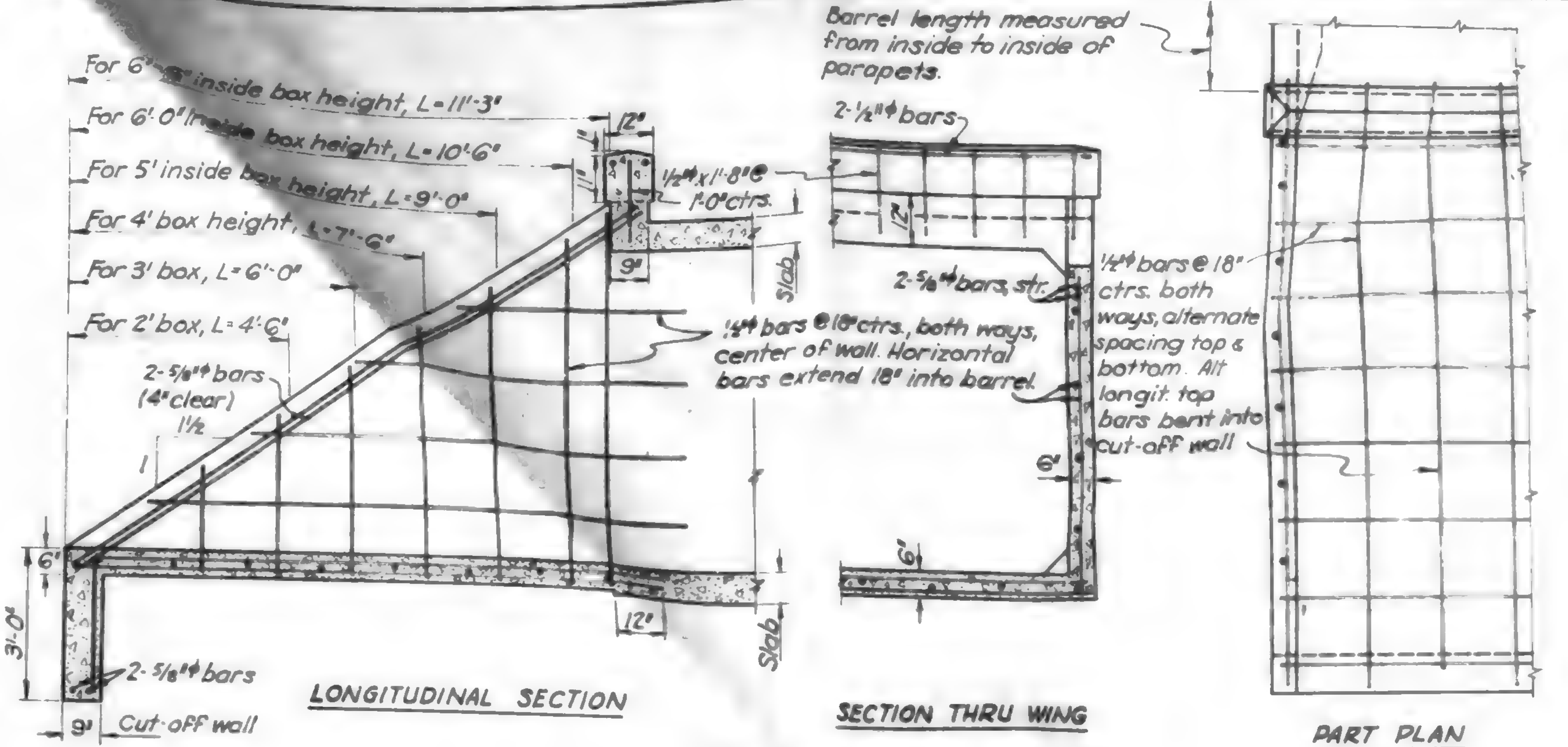
TYPICAL SECTION

GENERAL NOTES:

All concrete shall be Class 'A' mix and shall attain strength of 3300#/sq.in. at the end of 28 days.

All exposed corners shall have 3/4" bevel.

BARS												
c				a,b,c	d			Long	Shear			
TOP		BOTT.										
LGT	g	LGT	g	f	SIZE	SPC	LGTH	NO	SIZE	SPC	NO	h
5-3	1-5	7-11	2-9	2-9	3/8	10	2-9	15		NONE		
5-3	1-5	7-11	2-9	2-9	3/8	10	2-9	14		•		
5-3	1-5	7-11	2-9	2-9	3/8	10	2-9	14		•		
5-3	1-5	7-11	2-9	2-9	3/8	10	2-9	14	3/8	10	4	4"
5-3	1-5	9-11	3-9	2-9	3/8	10	3-9	15		NONE		
5-3	1-5	9-11	3-9	2-9	3/8	10	3-9	14		•		
6-1	1-10	9-11	3-9	2-9	3/8	10	3-9	14		•		
5-3	1-5	9-11	3-9	2-9	3/8	9	3-9	14	3/8	8	4	4"
6-3	1-5	8-11	2-9	3-9	3/8	9	2-9	12		NONE		
6-3	1-5	10-11	3-9	3-9	3/8	9	3-9	15		NONE		
6-3	1-5	10-11	3-9	3-9	3/8	9	3-9	14		•		
6-3	1-5	11-1	3-10	3-9	3/8	9	3-10	14	3/8	11	4	5"
7-2	1-10	11-6	4-0	3-10	3/8	9	4-0	14	3/8	12	4	6½"
7-3	1-10	11-9	4-1	3-11	3/8	9	4-1	14	3/8	9	4	7"
8-4	2-4	12-2	4-3	4-0	3/8	9	4-3	14	1/2	11	4	8½"
6-3	1-5	12-11	4-9	3-9	3/8	9	4-9	17		NONE		
6-3	1-5	12-11	4-9	3-9	3/8	9	4-9	16		•		
7-2	1-10	13-2	4-10	3-10	3/8	9	4-10	16	3/8	8	4	5"
8-3	2-4	13-5	4-11	3-11	3/8	9	4-11	16	3/8	13	4	5½"
8-4	2-4	13-8	5-0	4-0	3/8	8	5-0	16	3/8	10	4	6½"
8-5	2-4	13-11	5-1	4-1	3/8	8	5-1	16	1/2	10	4	7"
6-3	1-5	14-11	5-9	3-9	3/8	9	5-9	18		NONE		
6-3	1-5	14-11	5-9	3-9	3/8	9	5-9	16		•		
7-1	1-10	14-11	5-9	3-9	3/8	7	5-9	16		•		
7-3	1-5	9-11	2-9	4-9	3/8	9	2-9	17		NONE		
7-3	1-5	9-11	2-9	4-9	3/8	9	2-9	16		•		
7-3	1-5	12-1	3-10	4-9	3/8	9	3-10	18		NONE		
7-3	1-5	11-11	3-9	4-9	3/8	9	3-9	16		•		
7-3	1-5	14-1	4-10	4-9	3/8	9	4-10	16		NONE		
7-3	1-5	13-11	4-9	4-9	3/8	8	4-9	16		•		
7-3	1-5	13-11	4-9	4-9	3/8	9	4-9	16		•		
7-3	1-5	13-11	4-9	4-9	3/8	9	4-9	16		•		
8-1	1-10	13-11	4-9	4-9	3/8	5	4-9	16		•		
7-3	1-5	14-1	4-10	4-9	3/8	9	4-10	16		•		
8-1	1-10	14-3	4-11	4-9	3/8	9	4-11	16		•		
8-2	1-10	14-4	4-11	4-10	3/8	8	4-11	16		•		
9-2	2-4	14-6	5-0	4-10	3/8	9	5-0	16	3/8	13	4	6½"
8-4	1-10	14-10	5-1	5-0	3/8	9	5-1	16	3/8	10	4	7"
9-5	2-4	15-3	5-3	5-1	3/8	9	5-3	16	3/8	10	4	8½"
9-5	2-4	15-5	5-4	5-1	3/8	8	5-4	16	1/2	8½	4	9"
7-3	1-5	15-11	5-9	4-9	3/8	9	5-9	24		NONE		
7-3	1-5	15-11	5-9	4-9	3/8	9	5-9	22		•		
8-2	1-10	16-2	5-10	4-10	3/8	9	5-10	22		•		
0-3	2-10	16-5	5-11	4-11	3/8	9	5-11	22	3/8	9	4	5½"
-5	2-4	16-11	6-1	5-1	3/8	9	6-1	22	3/8	11	4	7"
-5	2-4	17-1	6-2	5-1	3/8	9	6-1	22	3/8	7½	4	7"
0-6	2-10	17-4	6-3	5-2	3/8	9	6-2	22	3/8	8	4	8"
-5	2-4	18-5	6-11	4-11	3/8	9	6-11	28	3/8	11	8	5½"
-5	2-4	18-11	7-1	5-1	1/2	6	7-1	28	3/8	12	8	7"
-6	2-4	19-0	7-1	5-2	3/8	5½	7-2	28	3/8	12	8	8"
8-3	1-5	13-1	3-10	5-9	3/8	8	3-10	24		NONE		
8-3	1-5	12-11	3-9	5-9	3/8	7	3-9	24		•		
8-3	1-5	17-1	5-10	5-9	3/8	9	5-10	34		NONE		
9-1	1-10	17-1	5-10	5-9	3/8	8	5-10	32		•		
8-3	1-5	16-11	5-9	5-9	3/8	9	5-9	32		•		
9-1	1-10	16-11	5-9	5-9	3/8	9	5-9	32		•		
0-1	2-4	17-1	5-10	5-9	3/8	9	5-10	32		•		
0-2	2-4	17-4	5-11	5-0	3/8	9	5-11	32		•		
9-3	1-10	17-7	6-0	5-1	3/8	8	6-0	32	3/8	11	8	6½"
9-4	1-10	17-10	6-1	6-0	3/8	9	6-1	32	3/8	10	8	7"
12-2	3-3	18-0	6-2	6-0	3/8	9	6-2	32	3/8	8½	4	8"
1-5	2-10	18-1	6-2	6-1	3/8	9	6-2	32	3/8	12	4	9"
-7	1-10	20-11	7-6	6-3	1/2	7	7-6	38		NONE		
3-1	1-10	21-1	7-10	5-9	3/8	9	7-10	44		NONE		
3-3	1-5	21-1	7-10	5-9	3/8	9	7-10	40		•		
-1	1-10	20-11	7-9	5-9	3/8	8	7-9	40		•		
-1	2-4	20-11	7-9	5-9	3/8	6	7-9	40		•		
0-6	2-4	22-2	8-2	6-2	1/2	6	8-2	40	3/8	7	8	8"
-3	1-5	14-3	3-11	6-9	3/8	7	3-11	28		NONE		
0-1	1-10	13-11	3-9	6-9	1/2	6½	3-9	26		•		
-1	1-10	13-11	3-9	6-9	1/2	5½	3-9	26		•		
-3	1-5	16-3	4-11	6-9	3/8	9	4-11	32		NONE		
-3	1-5	16-7	5-1	6-9	1/2	7	5-1	30		•		
-3	1-5	15-11	4-9	6-9	1/2	5½	4-9	30		•		
0-1	1-10	20-3	6-11	6-9	3/8	9	6-11	38		NONE		
-3	1-5	20-3	6-11	6-9	3/8	7	6-11	34		•		
0-1	1-10	20-1	6-10	6-9	3/8	9	6-10	34		•		
-3	1-10	20-3	6-10	6-11	3/8	9	6-10	34		•		
-3	2-4	20-7	7-0	6-11	3/8	9	7-0	34		•		

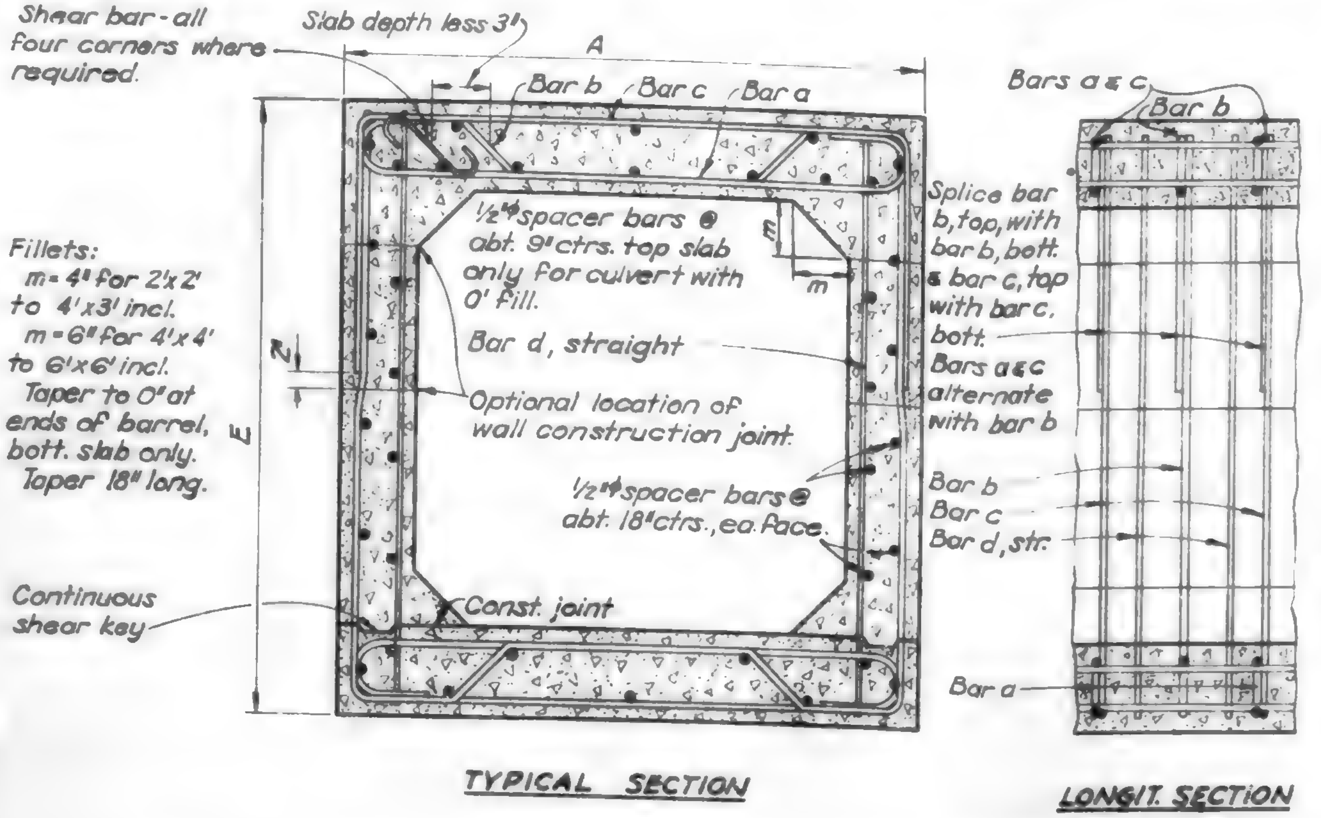

For 6'-6" inside box height, L=11'-3"
For 6'-0" inside box height, L=10'-6"
For 5' inside box height, L=9'-0"
For 4' box height, L=7'-6"
For 3' box, L=6'-0"
For 2' box, L=4'-6"
2-5/8"# bars (4" clear)
1½
1
6"
3'-0"
2-5/8"# bars
9"
Cut-off wall
12"
1/2"#x1'-8"@ 1'-0" ctrs.
9"
Slab
12"
Slab
1/2"# bars @18" ctrs., both ways, center of wall. Horizontal bars extend 18" into barrel.
Barrel length measured from inside to inside of parapets.
2-1/2"# bars
12"
2-5/8"# bars, str.
6"
6"
1/2"# bars @ 18" ctrs. both ways, alternate spacing top & bottom. Alt. longit. top bars bent into cut-off wall

LONGITUDINAL SECTION

SECTION THRU WING

PART PLAN

WING WALLS*

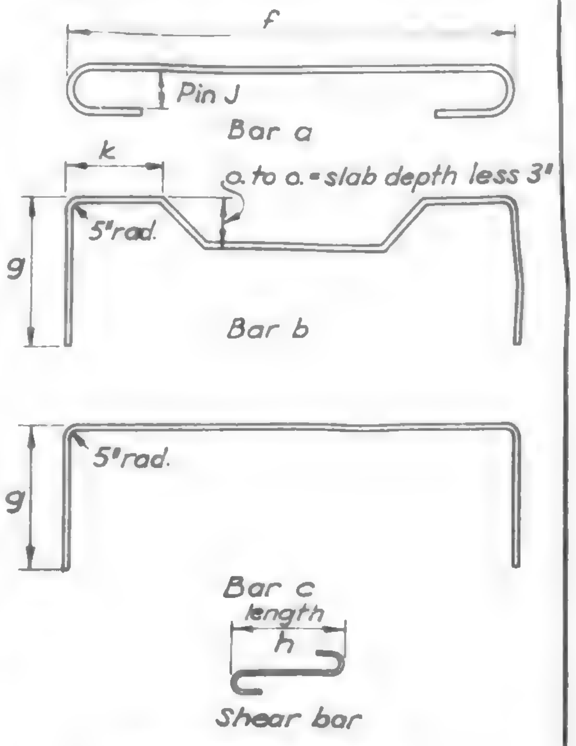

Shear bar - all four corners where required.
Slab depth less 3"
A
Bar b
Bar c
Bar a
1/2"# spacer bars @ abt. 9" ctrs. top slab only for culvert with 0' fill.
m
m
Bar d, straight
Optional location of wall construction joint.
1/2"# spacer bars @ abt. 18" ctrs., ea. face.
E
Z
Continuous shear key
Const. joint
Bars a & c
Bar b
Splice bar b, top, with bar b, bott. & bar c, top with bar c, bott.
Bars a & c alternate with bar b
Bar b
Bar c
Bar d, str.
Bar a

Fillets:
m = 4" for 2'x2' to 4'x3' incl.
m = 6" for 4'x4' to 6'x6' incl.
Taper to 0" at ends of barrel, bott. slab only. Taper 18" long.

TYPICAL SECTION

LONGIT. SECTION

BARREL



REINFORCING BARS

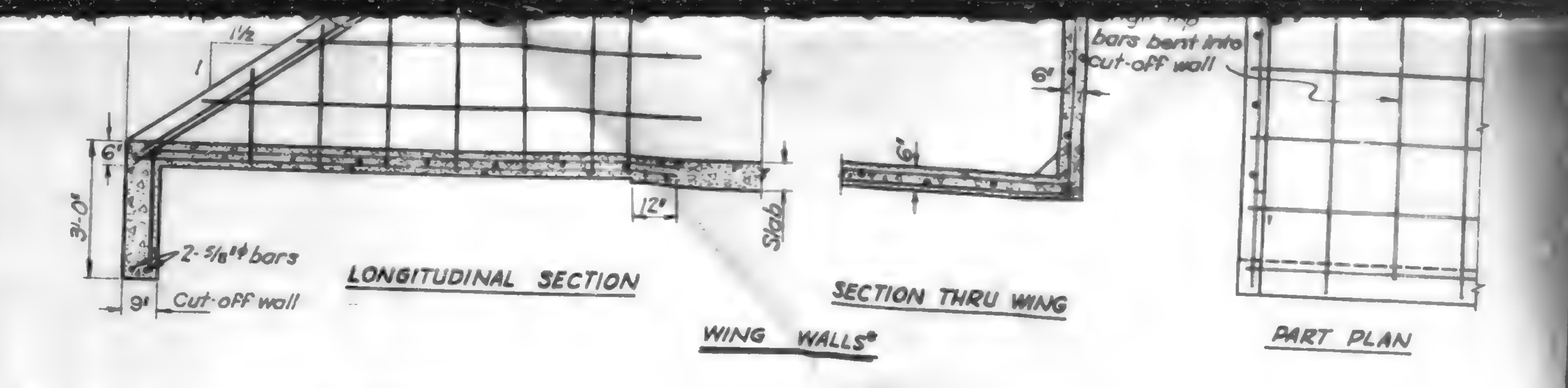
GENERAL NOTES:

All concrete shall be Class 'A' mix and shall attain a breaking strength of 3300#/sq.in. at the end of 28 days.

ll exposed corners shall [illegible] 3/4" bevel

*Note: Use design of wing walls shown on Dwg. 7877 for all culverts unless noted

9	6-3	1-5	12-11	4-9	3-9	3/8	9	4-9	17		NONE		
12	6-3	1-5	12-11	4-9	3-9	3/8	9	4-9	16		•		
9	7-2	1-10	13-2	4-10	3-10	3/8	9	4-10	16	3/8	8	4	5"
13	8-3	2-4	13-5	4-11	3-11	3/8	9	4-11	16	3/8	13	4	5½"
10	8-4	2-4	13-8	5-0	4-0	3/8	8	5-0	16	3/8	10	4	6½"
10	8-5	2-4	13-11	5-1	4-1	3/8	5	5-1	16	1/2	10	4	7"
9	6-3	1-5	14-11	5-9	3-9	3/8	9	5-9	18		NONE		
7	6-3	1-5	14-11	5-9	3-9	3/8	9	5-9	16		•		
12	7-1	1-10	14-11	5-9	3-9	3/8	7	5-9	16		•		
6	7-3	1-5	9-11	2-9	4-9	3/8	9	2-9	17		NONE		
12	7-3	1-5	9-11	2-9	4-9	3/8	9	2-9	16		•		
8	7-3	1-5	12-1	3-10	4-9	3/8	9	3-10	18		NONE		
12	7-3	1-5	11-11	3-9	4-9	3/8	9	3-9	16		•		
6	7-3	1-5	14-1	4-10	4-9	3/8	9	4-10	16		NONE		
6	7-3	1-5	13-11	4-9	4-9	3/8	8	4-9	16		•		
13	7-3	1-5	13-11	4-9	4-9	3/8	9	4-9	16		•		
13	7-3	1-5	13-11	4-9	4-9	3/8	9	4-9	16		•		
11	8-1	1-10	13-11	4-9	4-9	3/8	9	4-9	16		•		
13	7-3	1-5	14-1	4-10	4-9	3/8	9	4-10	16		•		
14	8-1	1-10	14-3	4-11	4-9	3/8	9	4-11	16		•		
12	8-2	1-10	14-4	4-11	4-10	3/8	8	4-11	16		•		
13	9-2	2-4	14-6	5-0	4-10	3/8	9	5-0	16	3/8	13	4	6½"
10	8-4	1-10	14-10	5-1	5-0	3/8	9	5-1	16	3/8	10	4	7"
10	8-5	2-4	15-3	5-3	5-1	3/8	9	5-3	16	3/8	10	4	8½"
17	9-5	2-4	15-5	5-4	5-1	3/8	9	5-4	16	1/2	8½	4	9"
8	7-3	1-5	15-11	5-9	4-9	3/8	9	5-9	24		NONE		
8	7-3	1-5	15-11	5-9	4-9	3/8	9	5-9	22		•		
12	8-2	1-10	16-2	5-10	4-10	3/8	9	5-10	22		•		
18	10-3	2-10	16-5	5-11	4-11	3/8	9	5-11	22	3/8	9	4	5½"
11	9-5	2-4	16-11	6-1	5-1	3/8	9	6-1	22	3/8	11	4	7"
15	9-5	2-4	17-1	6-2	5-1	3/8	9	6-1	22	3/8	7½	4	7"
16	10-6	2-10	17-4	6-3	5-2	3/8	9	6-2	22	3/8	8	4	8"
11	9-3	2-4	18-5	6-11	4-11	3/8	9	6-11	28	3/8	11	8	5½"
12	9-5	2-4	18-11	7-1	5-1	1/2	6	7-1	28	3/8	12	8	7"
12	9-6	2-4	19-0	7-1	5-2	5/8	5½	7-2	28	3/8	12	8	8"
7	8-3	1-5	13-1	3-10	5-9	3/8	8	3-10	24		NONE		
11	8-3	1-5	12-11	3-9	5-9	3/8	7	3-9	24		•		
6½	8-3	1-5	17-1	5-10	5-9	3/8	9	5-10	34		NONE		
8½	9-1	1-10	17-1	5-10	5-9	3/8	8	5-10	32		•		
11	8-3	1-5	16-11	5-9	5-9	3/8	9	5-9	32		•		
11	9-1	1-10	16-11	5-9	5-9	3/8	9	5-9	32		•		
17	10-1	2-4	17-1	5-10	5-9	3/8	9	5-10	32		•		
12	10-2	2-4	17-4	5-11	5-0	3/8	9	5-11	32		•		
11	9-3	1-10	17-7	6-0	5-1	3/8	8	6-0	32	3/8	11	8	6½"
10	9-4	1-10	17-10	6-1	6-0	3/8	9	6-1	32	3/8	10	8	7"
17	12-2	3-3	18-0	6-2	6-0	3/8	9	6-2	32	1/2	8½	4	8"
12	11-5	2-10	18-1	6-2	[illegible]	3/8	9	6-2	32	3/8	12	4	9"
12	9-7	1-10	20-11	7-6	[illegible]	3/8	7	7-6	38		NONE		
3½	9-1	1-10	21-1	7-10	5-9	3/8	9	7-10	44		NONE		
13	8-3	1-5	21-1	7-10	5-9	3/8	9	7-10	40		•		
13	9-1	1-10	20-11	7-9	5-9	3/8	9	7-9	40		•		
12	10-1	2-4	20-11	7-9	5-9	3/8	6	7-9	40		•		
14	10-6	2-4	22-2	8-2	6-2	1/2	6	8-2	40	3/8	7	8	8"
6	9-3	1-5	14-3	3-11	6-9	3/8	7	3-11	28		NONE		
6	10-1	1-10	13-11	3-9	6-9	1/2	6½	3-9	26		•		
5	10-1	1-10	13-11	3-9	6-9	1/2	5½	3-9	26		•		
6	9-3	1-5	16-3	4-11	6-9	3/8	9	4-11	32		NONE		
11	9-3	1-5	16-7	5-1	6-9	1/2	7	5-1	30		•		
4	9-3	1-5	15-11	4-9	6-9	1/2	5½	4-9	30		•		
0	10-1	1-10	20-3	6-11	6-9	3/8	9	6-11	38		NONE		
15	9-3	1-5	20-3	6-11	6-9	3/8	7	6-11	34		•		
1	10-1	1-10	20-1	6-10	6-9	3/8	9	6-10	34		•		
16	10-3	1-10	20-3	6-10	6-11	3/8	9	6-10	34		•		
5	11-3	2-4	20-7	7-0	6-11	3/8	9	7-0	34		•		
2	12-5	2-10	20-11	7-1	7-1	3/8	9	7-1	34		•		
6	12-5	2-10	21-3	7-3	7-1	3/8	9	7-3	34		•		
3	11-6	2-4	21-8	7-5	7-2	3/8	9	7-5	34	3/8	6½	4	10"
4	10-8	1-10	22-2	7-7	7-4	3/8	9	7-7	34	3/8	7	4	11"

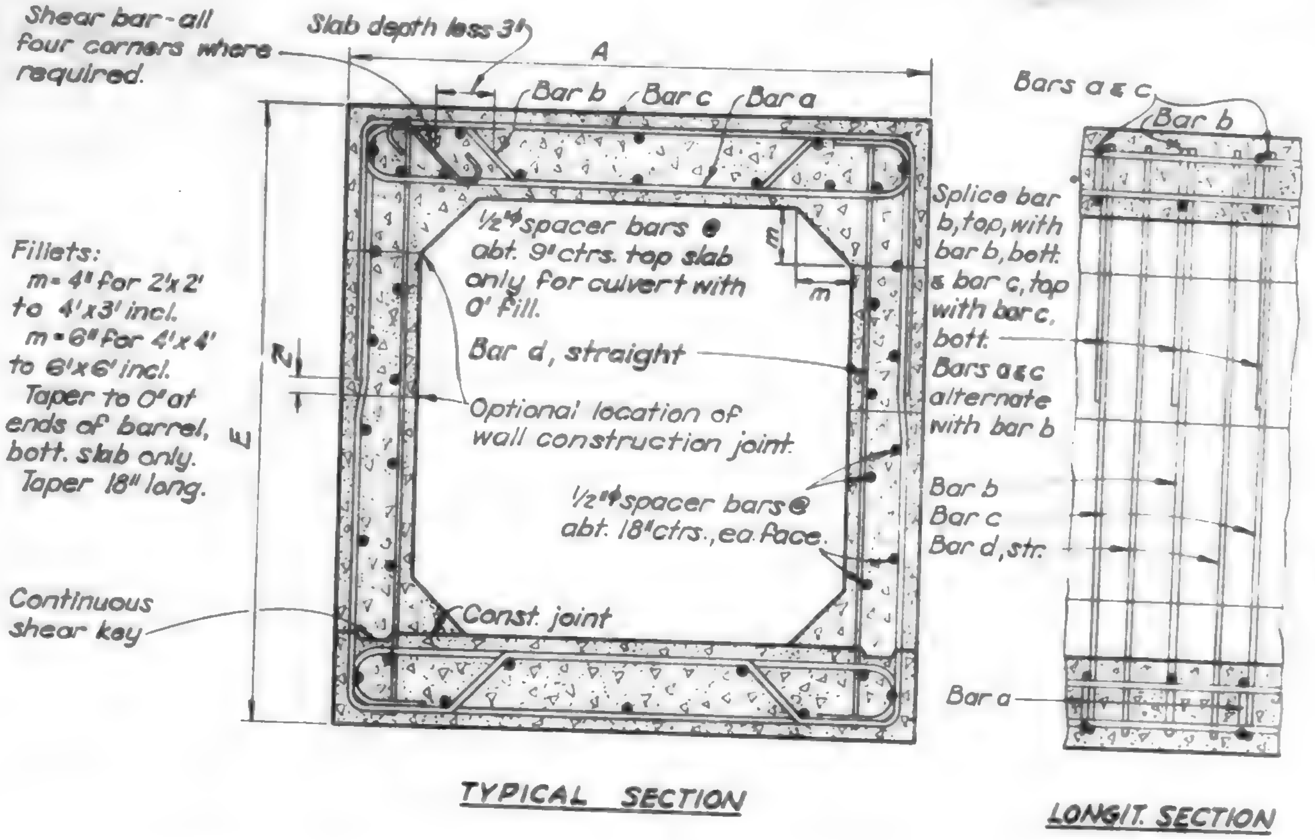


LONGITUDINAL SECTION

SECTION THRU WING

PART PLAN

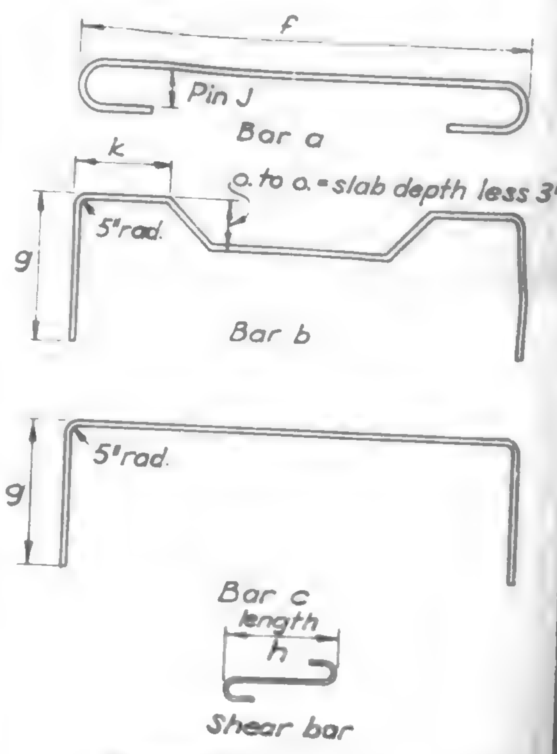
WING WALLS*


Shear bar-all four corners where required.
Slab depth less 3"
A
Bar b
Bar c
Bar a
Fillets:
m=4" for 2'x2' to 4'x3' incl.
m=6" for 4'x4' to 6'x6' incl.
Taper to 0" at ends of barrel, bott. slab only.
Taper 18" long.
½"ø spacer bars @ abt. 9" ctrs. top slab only for culvert with 0' fill.
m
m
n
E
Bar d, straight
Optional location of wall construction joint.
½"ø spacer bars @ abt. 18" ctrs., ea. face.
Continuous shear key
Const. joint
Bars a & c
Bar b
Splice bar b, top, with bar b, bott. & bar c, top with bar c, bott.
Bars a & c alternate with bar b
Bar b
Bar c
Bar d, str.
Bar a

TYPICAL SECTION

LONGIT. SECTION

BARREL



REINFORCING BARS

GENERAL NOTES:

All concrete shall be Class "A" mix and shall attain a breaking strength of 3300#/sq.in. at the end of 28 days.

All exposed corners shall have 3/4" bevel.

All reinforcing steel shall be deformed round bars, intermediate grade steel, fs=20,000#/sq.in. placed 1½" clear from nearest face of concrete unless noted or shown otherwise.

Barrel shall be built with a downstream slope of not less than 1/8" per foot of length.

All materials and workmanship shall conform to the specifications for Bridges of the OREGON STATE HIGHWAY COMMISSION.

*Note: Use design of wing walls shown on Dwg. 7877 for all culverts unless noted otherwise in special provisions or specifications.
Feb. 13, 1947

Approved:
Bridge Engineer

SHEAR BARS REVISED: MARCH 14, 1947

OREGON
STATE HIGHWAY COMMISSION
STANDARD BOX CULVERTS
2'X 2' TO 6'X 6'

MAY 1 1946 .
CALC. BK. NO. 222

DRAWN BY D.D.D.
TRACED BY P.H.J.

CHECKED BY
DRAWING NO. 8560

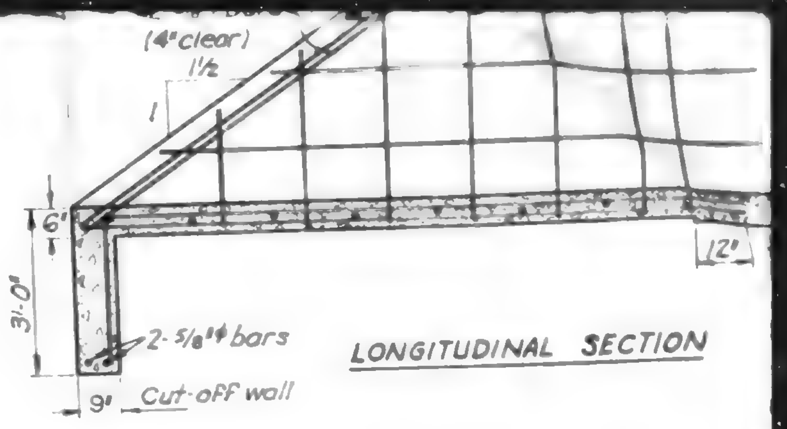
[illegible]	[illegible]	25	.267	30.35	4-0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		50	.279	50.33	4-0	4-1	6½	6	1/2	11	4-9	3/8	11	7-4	1-10	[illegible]	3-10	9	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		60	.323	59.34	4-1	4-3	7½	6¼	5/8	12	5-1	5/8	12	8-5	2-4	11-9	4-0	9	1/2	12	7-2	1-10	11-6	4-0	3-10	3/8	9	4-0	14	3/8	12	4	6½"
		75	.343	64.47	4-2	4-4	8	7	5/8	9	5-2	1/2	9	7-7	1-10	12-1	4-1	9	1/2	9	7-3	1-10	11-9	4-1	3-11	3/8	9	4-1	14	3/8	9	4	7"
		100	.382	83.86	4-3	4-6	9	7½	3/4	11	5-6	5/8	11	8-8	2-4	12-6	4-3	9	3/8	11	8-4	2-4	12-2	4-3	4-0	3/8	9	4-3	14	1/2	11	4	6½"
[illegible]	4	0	.304	38.38	4-0	5-0	6	6	1/2	6	4-9	NONE							3/8	9	6-3	1-5	12-11	4-9	3-9	3/8	9	4-9	17	NONE			
		25	.304	36.26	4-0	5-0	6	6	1/2	12	4-9	3/8	12	6-4	1-5	13-1	4-9	9	3/8	12	6-3	1-5	12-11	4-9	3-9	3/8	9	4-9	16	·			
		50	.331	62.85	4-1	5-1	6½	6½	1/2	9	4-10	1/2	9	7-4	1-10	13-4	4-10	9	1/2	9	7-2	1-10	13-2	4-10	3-10	3/8	9	4-10	16	3/8	9	4	5"
		60	.359	65.60	4-2	5-2	7	7	1/2	13	4-11	5/8	13	8-7	2-4	13-9	4-11	10	5/8	13	8-3	2-4	13-5	4-11	3-11	3/8	9	4-11	16	3/8	13	4	5½"
		75	.387	72.38	4-3	5-3	7½	7½	1/2	10	5-0	5/8	10	8-7	2-4	13-11	5-0	10	1/2	10	8-4	2-4	13-8	5-0	4-0	3/8	8	5-0	16	3/8	10	4	6½"
		100	.413	90.41	4-4	5-4	8	8	5/8	10	5-4	5/8	10	8-9	2-4	14-3	5-1	11	5/8	10	8-5	2-4	13-11	5-1	4-1	3/8	9	5-1	16	1/2	10	4	7"
[illegible]	5	0	.341	38.57	4-0	6-0	6	6	1/2	6	4-9	NONE							3/8	9	6-3	1-5	14-11	5-9	3-9	3/8	9	5-9	18	NONE			
		10	.341	34.63	·	·	6	6	3/8	9	4-6	·							3/8	7	6-3	1-5	14-11	5-9	3-9	3/8	9	5-9	16	·			
		25	.341	54.09	·	·	6	6	1/2	12	4-9	1/2	12	7-8	1-10	15-1	5-9	9	1/2	12	7-1	1-10	14-11	5-9	3-9	3/8	7	5-9	16	·			
4	2	0	.267	44.22	5-0	5-0	6	6	1/2	4½	5-9	NONE							3/8	8	7-3	1-5	9-11	2-9	4-9	3/8	9	2-9	17	NONE			
		10	.267	30.62	·	·	6	6	3/8	12	5-6	3/8	12	7-5	1-5	10-1	2-9	10	3/8	12	7-3	1-5	9-11	2-9	4-9	3/8	9	2-9	16	·			
4	3	0	.319	45.19	5-0	4-1	6½	6	1/2	5	5-9	NONE							3/8	8	7-3	1-5	12-1	3-10	4-9	3/8	9	3-10	18	NONE			
		10	.304	33.12	5-0	4-0	6	6	3/8	12	5-6	3/8	12	7-5	1-5	12-1	3-9	10	3/8	12	7-3	1-5	11-11	3-9	4-9	3/8	9	3-9	16	·			
4	4	0	.366	49.08	5-0	5-1	6½	6	5/8	7	6-0	NONE							3/8	8	7-3	1-5	14-1	4-10	4-9	3/8	9	4-10	16	NONE			
		2	.352	53.50	5-0	5-0	6	6	5/8	7	6-0	·							3/8	6	7-3	1-5	13-11	4-9	4-9	3/8	8	4-9	16	·			
		8	.352	37.28	5-0	5-0	6	6	1/2	13	5-9	3/8	13	7-5	1-5	14-1	4-9	9	3/8	13	7-3	1-5	13-11	4-9	4-9	3/8	9	4-9	16	·			
		15	.352	40.30	5-0	5-0	6	6	3/8	13	5-6	1/2	13	8-3	1-10	14-1	4-9	9	3/8	13	7-3	1-5	13-11	4-9	4-9	3/8	9	4-9	16	·			
		20	.352	49.09	5-0	5-0	6	6	1/2	11	5-9	1/2	11	8-3	1-10	14-1	4-9	9	3/8	11	8-1	1-10	13-11	4-9	4-9	3/8	9	4-9	16	·			
		25	.366	50.71	5-0	5-1	6½	6	1/2	13	5-9	5/8	13	9-4	2-4	14-4	4-10	9	3/8	13	7-3	1-5	14-1	4-10	4-9	3/8	9	4-10	16	·			
		30	.381	60.73	5-0	5-2	7	6	5/8	14	6-0	5/8	14	9-5	2-4	14-7	4-11	9	1/2	14	8-1	1-10	14-3	4-11	4-9	3/8	9	4-11	16	·			
		35	.397	69.20	5-1	5-2	7	6½	5/8	12	6-1	5/8	12	9-6	2-4	14-8	4-11	9	1/2	12	8-2	1-10	14-4	4-11	4-10	3/8	9	4-11	16	·			
		40	.411	80.82	5-1	5-3	7½	6½	3/4	13	6-4	5/8	13	9-5	2-4	14-9	5-0	9	5/8	13	9-2	2-4	14-6	5-0	4-10	3/8	9	5-0	16	3/8	13	4	6½"
		50	.463	83.47	5-3	5-4	8	7½	5/8	10	6-3	5/8	10	9-8	2-4	15-2	5-1	10	1/2	10	8-4	1-10	14-10	5-1	5-0	3/8	9	5-1	16	3/8	10	4	7"
		60	.513	86.23	5-4	5-6	9	8	5/8	10	6-4	5/8	10	9-11	2-4	15-9	5-3	10	1/2	10	8-5	2-4	15-3	5-3	5-1	3/8	9	5-3	16	3/8	10	4	8½
		70	.528	101.06	5-4	5-7	9½	8	7/8	7	6-11	7/8	17	11-8	3-3	15-10	5-4	10	3/8	17	9-5	2-4	15-5	5-4	5-1	3/8	8	5-4	16	1/2	8½	4	9"
4	5	0	.389	56.39	5-0	6-0	6	6	5/8	7	6-0	NONE							3/8	8	7-3	1-5	15-11	5-9	4-9	3/8	9	5-9	24	NONE			
		20	.389	52.97	5-0	6-0	6	6	3/8	8	5-6	3/8	8	7-5	1-5	16-1	5-9	12	3/8	8	7-3	1-5	15-11	5-9	4-9	3/8	9	5-9	22	·			
		30	.421	71.54	5-1	6-1	6½	6½	1/2	12	5-10	5/8	12	9-5	2-4	16-5	5-10	12	1/2	12	8-2	1-10	16-2	5-10	4-10	3/8	9	5-10	22	·			
		40	.455	89.96	5-2	6-2	7	7	3/4	18	6-5	3/4	18	10-7	2-10	16-9	5-11	12	3/4	18	10-3	2-10	16-5	5-11	4-11	3/8	9	5-11	22	3/8	9	4	5½"
		50	.522	97.80	5-4	6-4	8	8	5/8	11	6-4	5/8	11	9-8	2-4	17-2	6-1	13	5/8	11	9-5	2-4	16-11	6-1	5-1	3/8	9	6-1	22	3/8	11	4	7"
		60	.522	104.30	5-4	6-4	8	8	5/8	15	6-4	7/8	15	11-7	3-3	17-5	6-2	13	5/8	15	9-5	2-4	17-1	6-2	5-1	3/8	9	6-1	22	3/8	7½	4	7"
		70	.557	115.85	5-5	6-5	8½	8½	3/4	16	6-8	7/8	16	11-9	3-3	17-9	6-3	13	3/4	16	10-6	2-10	17-4	6-3	5-2	3/8	9	6-2	22	3/8	8	4	8"
4	6	30	.498	90.31	5-2	7-2	7	7	1/2	11	5-11	5/8	11	9-5	2-4	18-7	6-11	14	1/2	11	9-5	2-4	18-5	6-11	4-11	3/8	9	6-11	28	3/8	11	8	5½"
		50	.580	121.20	5-4	7-4	8	8	3/4	12	6-7	5/8	12	9-9	2-4	19-3	7-1	14	5/8	12	9-5	2-4	18-11	7-1	5-1	1/2	6	7-1	28	3/8	12	8	7"
		60	.609	126.08	5-5	7-5	8½	8½	3/8	12	6-5	3/4	12	10-10	2-10	19-4	7-1	14	5/8	12	9-6	2-4	19-0	7-1	5-2	5/8	5½	7-2	28	3/8	12	8	8"
5	3	0	.369	61.16	6-0	4-1	6½	6	3/8	6½	7-0	NONE							3/8	7	8-3	1-5	13-1	3-10	5-9	3/8	8	3-10	24	NONE			
		10	.352	55.64	6-0	4-0	6	6	1/2	11	6-9	1/2	11	9-8	1-10	13-1	3-9	13	3/8	11	8-3	1-5	12-11	3-9	5-9	3/8	7	3-9	24	·			
5	5	0	.443	73.16	6-0	6-1	6½	6	5/8	6½	7-0	NONE							3/8	6½	8-3	1-5	17-1	5-10	5-9	3/8	9	5-10	34	NONE			
		2	.443	79.61	6-0	6-1	6½	6	5/8	6½	7-0	·							1/2	8½	9-1	1-10	17-1	5-10	5-9	3/8	8	5-10	32	·			
		8	.426	66.38	6-0	6-0	6	6	1/2	11	6-9	1/2	11	9-2	1-10	17-1	5-9	12	3/8	11	8-3	1-5	16-11	5-9	5-9	3/8	9	5-9	32	·			
		15	.426	75.00	6-0	6-0	6	6	1/2	11	6-9	1/2	11	9-2	1-10	17-1	5-9	12	1/2	11	9-1	1-10	16-11	5-9	5-9	3/8	9	5-9	32	·			
		20	.443	88.24	6-0	6-1	6½	6	5/8	17	7-0	3/4	17	11-4	2-10	17-4	5-10	12	5/8	17	10-1	2-4	17-1	5-10	5-9	3/8	9	5-10	32	·			
		25	.480	96.16	6-1	6-2	7	6½	3/4	12	7-4	1/2	12	9-6	1-10	17-8	5-11	12	5/8	12	10-2	2-4	17-4	5-11	5-0	3/8	9	5-11	32	·			
		30	.517	99.51	6-2	6-3	7½	7	5/8	11	7-2	5/8	11	10-6	2-4	17-10	6-0	12	1/2	11	9-3	1-10	17-7	6-0	5-1	3/8	9	6-0	32	3/8	11	8	6½"
		35	.558	108.28	6-3	6-4	8	7½	5/8	10	7-3	5/8	10	10-8	2-4	18-2	6-1	12	1/2	10	9-4	1-10	17-10	6-1	6-0	3/8	9	6-1	32	3/8	10	8	7"
		40	.575	129.26	6-3	6-5	8½	7½	7/8	17	7-10	3/4	17	11-9	2-10	18-5	6-2	12	7/8	17	12-2	3-3	18-0	6-2	6-0	3/8	9	6-2	32	3/8	8½	4	8"
		50	.636	137.10	6-4	6-5	9½	8	7/8	12	7-11	5/8	12	10-10	2-4	18-6	6-2	12	3/4	12	11-5	2-10	18-1	6-2	6-1	3/8	9	6-2	32	3/8	12	4	9"
5½	6½	0	.557	99.44	6-6	7-9	7½	6	3/4	12	7-9	1/2	12	9-10	1-10	21-2	7-6	15	1/2	12	9-7	1-10	20-11	7-6	6-3	3/8	7	7-6	38	NONE			
5	7	0	.517	88.98	6-0	8-1	6½	6	5/8	7½	7-0	NONE							1/2	8½	9-1	1-10	21-1	7-10	5-9	3/8	9	7-10	44	NONE			
		2	.517	83.57	6-0	8-1	6½	6	3/4	13	7-3	1/2	13	9-4	1-10	21-4	7-10	16	3/8	13	8-3	1-5	21-1	7-10	5-9	3/8	9	7-10	40	·			
		8	.500	79.84	6-0	8-0	6	6	1/2	13	6-9	1/2	13	9-3	1-10	21-1	7-9	16	1/2	13	9-1	1-10	20-11	7-9	5-9	3/8	9	7-9	40	·			
		15	.500	95.86	6-0	8-0	6	6	3/8	12	6-6	1/2	12	9-3	1-10	21-1	7-9	16	5/8	12	10-1	2-4	20-11	7-9	5-9	3/8	6	7-9	40	·			
		40	.724	154.96	6-5	8-5	8½	8½	1/2	14	7-2	7/8	14	12-7	3-3	22-5	8-2	16	5/8	14	10-6	2-4	22-2	8-2	6-2	1/2	6	8-2	40	3/8	7	8	8"
6	3	0	.430	74.83	7-0	4-2	7	6	5/8	6	8-0	NONE							3/8	6	9-3	1-5	14-3	3-11	6-9	3/8	7	3-11	28	NONE			
		2	.430	73.97	7-0	4-2	7	6	3/4	16	8-3	5/8	16	11-5	2-4	14-3	3-9	14	1/2	16	10-1	1-10	13-11	3-9	6-9	1/2	6½	3-9	26	·			
		10	.389	77.73	7-0	4-0	6	6	1/2	15	7-9	5/8	15	11-3	2-4	14-1	3-9	14	1/2	15	10-1	1-10	13-11	3-9	6-9	1/2	5½	3-9	26	·			
6	4	0	.467	78.86	7-0	5-2	7	6	3/8	6	8-0	NONE							3/8	6	9-3	1-5	16-3	4-11	6-9	3/8	9	4-11	32	NONE			
		2	.514	93.16	7-0	5-4	8	6	5/8	11	8-0	5/8	11	11-7	2-4	17-1	5-1	13	3/8	11	9-3	1-5	16-7	5-1	6-9	1/2	7	5-1	30	·			
		10	.426	75.43	7-0	5-0	6	6	1/2	14	7-9	5/8	14	11-3	2-4	16-1	4-9	13	3/8	14	9-3	1-5	15-11	4-9	6-9	1/2	5½	4-9	30	·			
6	6	0	.541	89.58	7-0	7-2	7	6	3/4	9	8-3	NONE							1/2	10	10-1	1-10	20-3	6-11	6-9	3/8	9	6-11	38	NONE			
		2	.541	87.06	7-0	7-2	7	6	3/4	15	8-3	5/8	15	11-5	2-4	20-7	6-11	14	3/8	15	9-3	1-5	20-3	6-11	6-9	3/8	7	6-11	34	·			
		8	.520	85.10	7-0	7-1	6½	6	1/2	11	7-9	1/2	11	10-4	1-10	20-4	6-10	14	1/2	11	10-1	1-10	20-1	6-10	6-9	3/8	9	6-10	34	·			
		15	.541	94.78	7-1	7-1	6½	6½	5/8	16	8-2	3/4	16	12-6	2-10	20-6	6-10	14	1/2	16	10-3	1-10	20-3	6-10	6-11	3/8	9	6-10	34	·			
		20	.605	109.96	7-2	7-3	7½	7	5/8	15	8-2	3/4	15	12-6	2-10	20-10	7-0	14	5/8	15	11-3	2-4	20-7	7-0	6-11	3/8	9	7-0	34	·			
		25	.653	126.55	7-3	7-4	8	7½	7/8	15	8-11	5/8	15	11-9	2-4	21-3	7-1	14	3/4	15	12-5	2-10	20-11	7-1	7-1	3/8	9	7-1	34	·			
		30	.723	134.33	7-4	7-6	9	8	7/8	16	8-11	3/4	16	12-11	2-10	21-9	7-3	14	3/4	16	12-5	2-10	21-3	7-3	7-1	3/8	9	7-3	34	·			
		40	.790	149.01	7-5	7-8	10	8½	7/8	13	9-0	3/4	13	13-0	2-10	22-2	7-5	13	5/8	13	11-6	2-4	21-8	7-5	7-2	3/8	9	7-5	34	3/8	6½	4	10"
		50	.885	155.63	7-7	7-10	11	9½	3/4	14	8-10	1	14	15-0	3-9	22-8	7-7	13	1/2	14	10-8	1-10	22-2	7-7	7-4	3/8	9	7-7	34	3/8	7	4	11"

WING WALL QUANTITIES

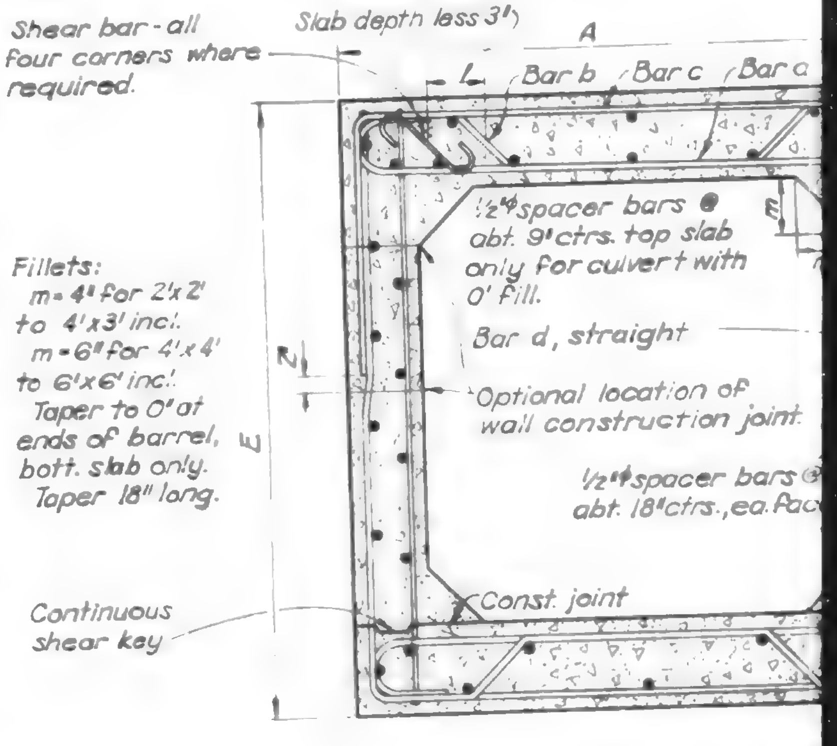
WIDTH	HEIGHT	CONC.	STEEL	WIDTH	HEIGHT	CONC.	STEEL
2	2	2.02	178.47	3	4	3.92	312.3
3	·	2.48	201.13	4	·	4.52	355.24
4	·	2.94	239.44	6	·	5.70	442.54
2	3	2.63	226.80	3	5	4.81	377.81
3	·	3.15	254.01	4	·	5.46	434.99
4	·	3.67	297.26	5	·	6.10	487.77
5	·	4.21	341.28	6	6	7.91	582.16
6		4.74	373.91	5½	6½	8.19	650.58

Note.
Wing wall quantities are for 4 wings and 2 parapets and include the 9" barrel sections under the parapets.

Approved:
Bridge Engineer



LONGITUDINAL SECTION


Shear bar - all four corners where required.
Slab depth less 3")
A
L
Bar b
Bar c
Bar a
E
½"φ spacer bars @ abt. 9" ctrs. top slab only for culvert with 0' fill.
Bar d, straight
N
Optional location of wall construction joint.
E
½"φ spacer bars @ abt. 18" ctrs., ea. Fac
Const. joint
Continuous shear key

Fillets:
m = 4" for 2'x2' to 4'x3' incl.
m = 6" for 4'x4' to 6'x6' incl.
Taper to 0" at ends of barrel, bott. slab only.
Taper 18" long.

TYPICAL SECTION

GENERAL NOTES:

All concrete shall be Class "A" mix and shall attai
strength of 3300#/sq.in. at the end of 28 days.

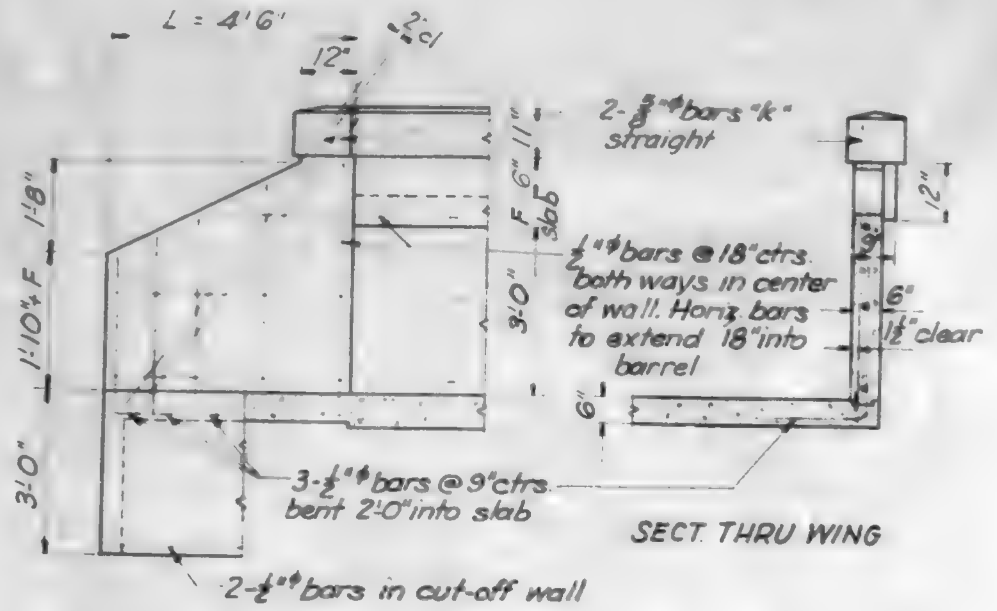
All exposed corners shall have 3/4" bevel.

All reinforcing steel shall be deformed round bars
grade steel, fs = 20,000#/sq.in. placed 1½" clear from n
of concrete unless noted or shown otherwise.

Barrel shall be built with a downstream slope o
1/8" per foot of length.

All materials and workmanship shall conform to
ations for Bridges of the OREGON STATE HIGHWAY COM

SHEAR BARS REVISED: MARCH 14, 1947


L = 4'6"
12"
2" cl
2-5/8"φ bars "k" straight
F 6" 11" slab
1'8"
1'10½"+F
3'0"
1/2"φ bars @ 18" ctrs. both ways in center of wall. Horiz bars to extend 18" into barrel
3'0"
6"
12"
1½" clear
6"
3-1/2"φ bars @ 9" ctrs. bent 2'0" into slab
2-1/2"φ bars in cut-off wall

SECT. THRU WING

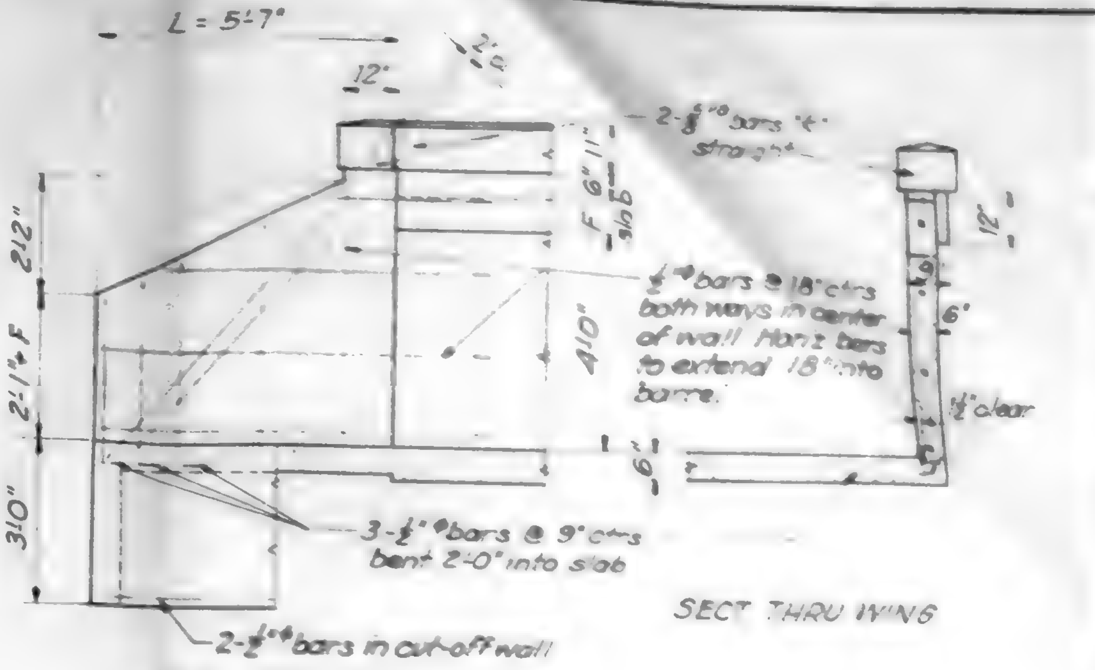
ELEVATION

Material in 4 wings & 2 parapets				
Width	Reinf. Steel		Concrete	
3'0"	364	Lbs.	4.22	Cu. Yds.
4'0"	404	Lbs.	4.64	Cu Yds
5'0"	438.	Lbs	5.11	Cu. Yds
6'-0"	469	Lbs	5.53	Cu Yds
7'0"	510	Lbs	5.97	Cu Yds.
8'0"	535	Lbs.	6.41	Cu Yds.

Quantities are based on single barrel culverts with 7" top slab and includes 9" barrel section under parapets

WING WALL FOR 3'0" HIGH CULVERTS

Scale 1/2" = 1'0"


L = 5'7"
12"
2" cl
2-5/8"φ bars "k" straight
F 6" 11" slab
2'2"
2'1½"+F
3'0"
1/2"φ bars @ 18" ctrs. both ways in center of wall. Horiz bars to extend 18" into barrel
4'0"
12"
6"
1½" clear
6"
3-1/2"φ bars @ 9" ctrs bent 2'0" into slab
2-1/2"φ bars in cut-off wall

SECT. THRU WING

ELEVATION

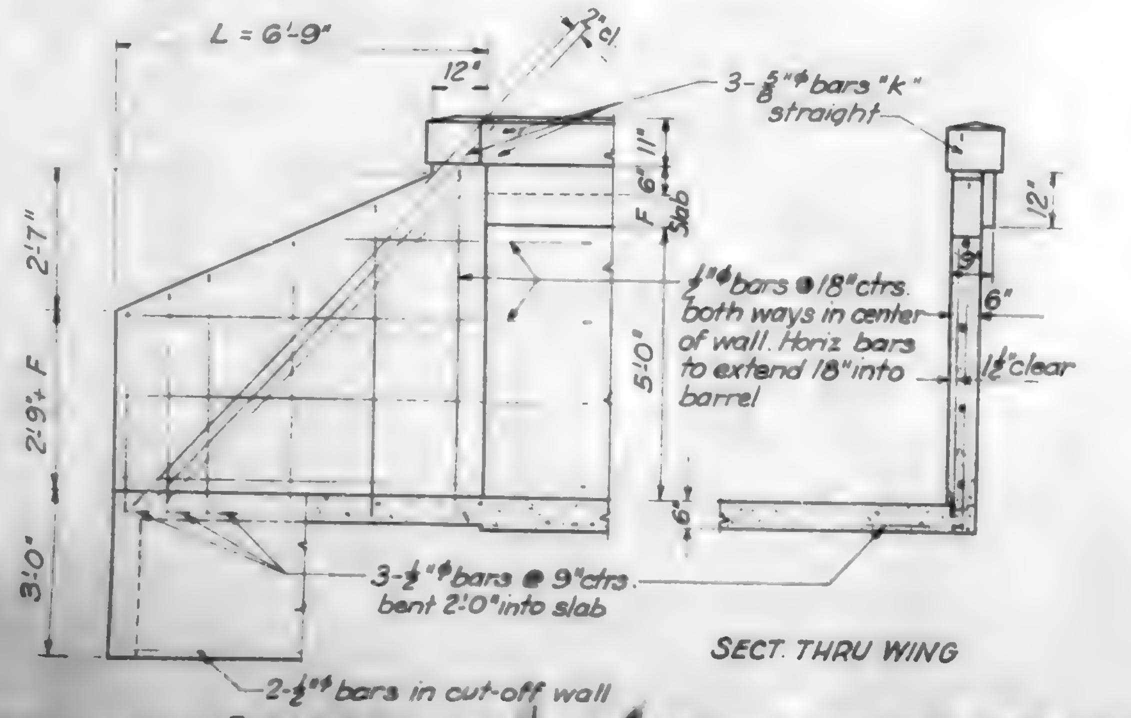
Material in 4 wings & 2 parapets				
Width	Reinf Steel		Concrete	
3'0"	449	Lbs	5.34	Cu yds
4'0"	487	Lbs	5.80	Cu. yds
5'0"	498	Lbs.	6.21	cu yds
6'0"	568	Lbs	6.76	Cu yds
7'0"	607	Lbs	7.23	Cu yds
8'0"	647	Lbs	7.70	cu yds.

Quantities are based on single barrel culverts with 7" top slab and includes 9" barrel section under parapets

WING WALL FOR 4-0" HIGH CULVER

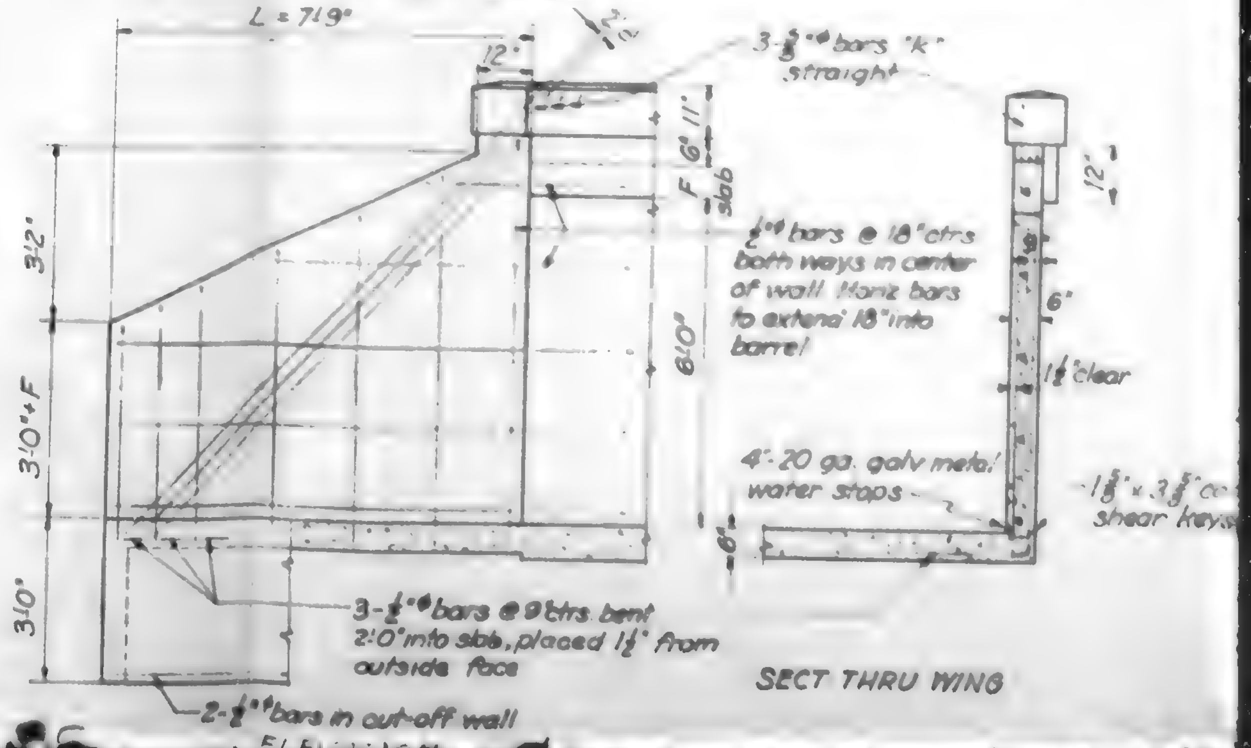
Scale 1/2" = 1'0"

NOTE
THE SCALE OF THIS PRINT IS
1/2 THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE 1/4" = 1'-0"
SHOULD BE READ 1/8" = 1'-0"
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"


L = 6'-9"
12"
2" cl
3-5/8"φ bars "k" straight
F 6" 11" slab
2'7"
2'9½"+F
3'0"
1/2"φ bars @ 18" ctrs. both ways in center of wall. Horiz bars to extend 18" into barrel
5'0"
12"
6"
1½" clear
6"
3-1/2"φ bars @ 9" ctrs. bent 2'0" into slab
2-1/2"φ bars in cut-off wall

SECT. THRU WING

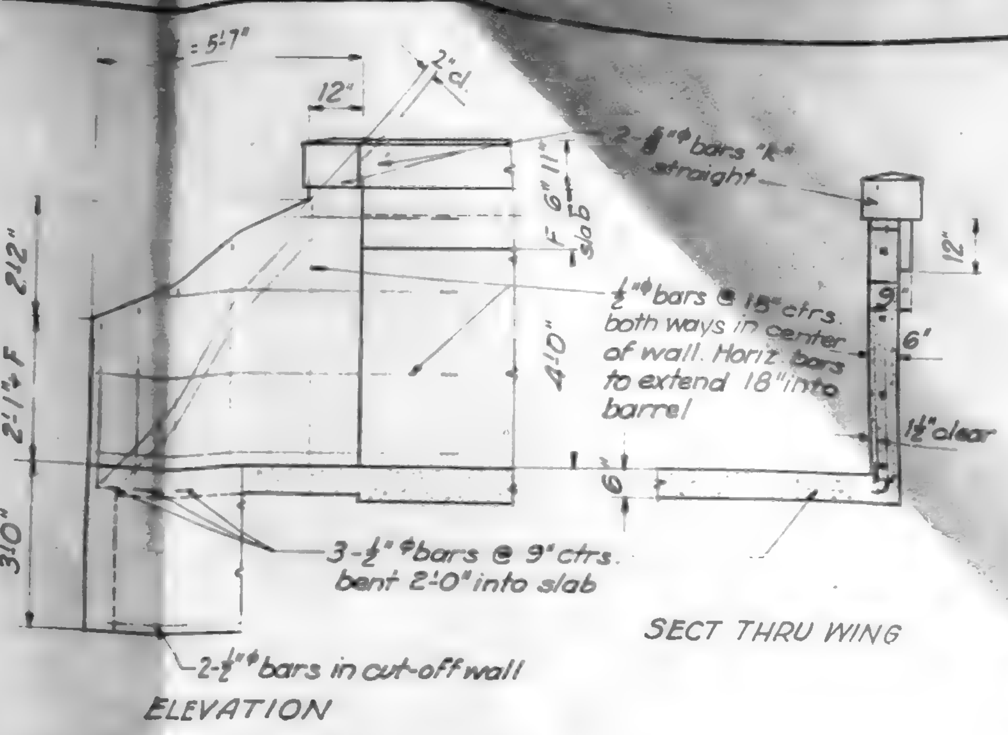
ELEVATION


L = 7'9"
12"
2" cl
3-5/8"φ bars "k" straight
F 6" 11" slab
3'2"
3'0½"+F
3'0"
1/2"φ bars @ 18" ctrs both ways in center of wall. Horiz bars to extend 18" into barrel
6'0"
12"
6"
1½" clear
4'-20 ga. galv metal water stops
1⅝" x 3⅝" co shear keys
6"
3-1/2"φ bars @ 9" ctrs bent 2'0" into slab, placed 1½" from outside face
2-1/2"φ bars in cut-off wall

SECT. THRU WING

ELEVATION

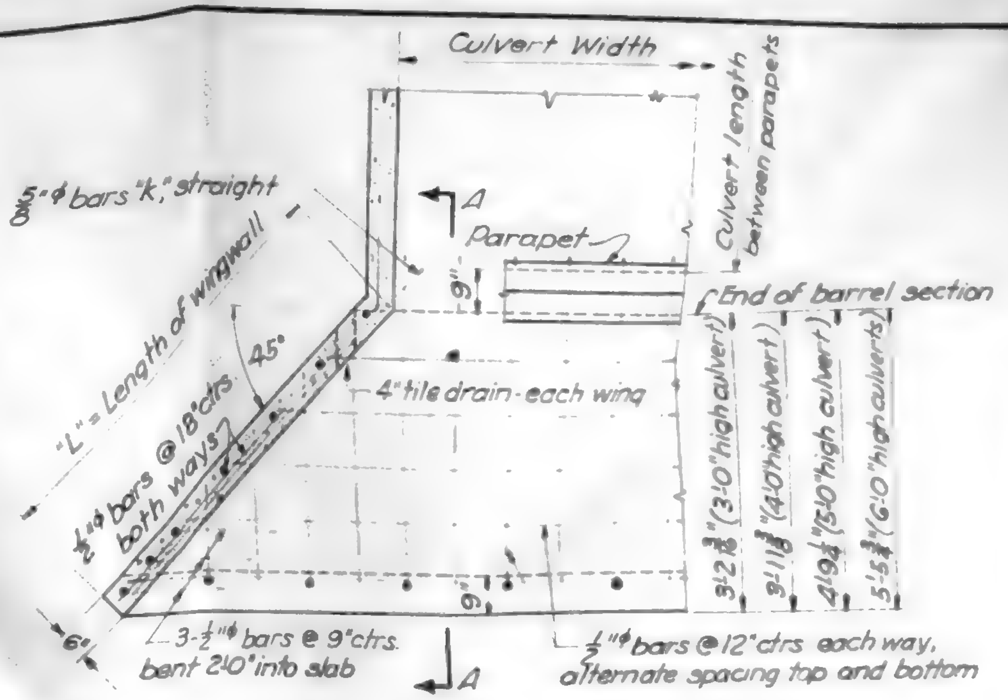
CULVERTS



L = 5'-7"
12"
2" cl.
2-⅝"ϕ bars "k" straight
F 6" 11"
slab
12"
2'-2"
2'-1"+F
4'-0"
3'-0"
½"ϕ bars @ 18" ctrs. both ways in center of wall. Horiz. bars to extend 18" into barrel
9"
6"
1½" clear
6"
3-½"ϕ bars @ 9" ctrs. bent 2'-0" into slab
2-½"ϕ bars in cut-off wall

ELEVATION

SECT THRU WING



Culvert Width
Culvert length between parapets
5-ϕ bars "k," straight
A
Parapet
9"
End of barrel section
"L" = Length of wingwall
45°
½"ϕ bars @ 18" ctrs. both ways
4" tile drain-each wing
3'-2 7/16" (3'-0" high culvert)
3'-11⅞" (4'-0" high culvert)
4'-9¼" (5'-0" high culvert)
5'-5⅝" (6'-0" high culverts)
9"
6"
3-½"ϕ bars @ 9" ctrs. bent 2'-0" into slab
½"ϕ bars @ 12" ctrs each way, alternate spacing top and bottom
A

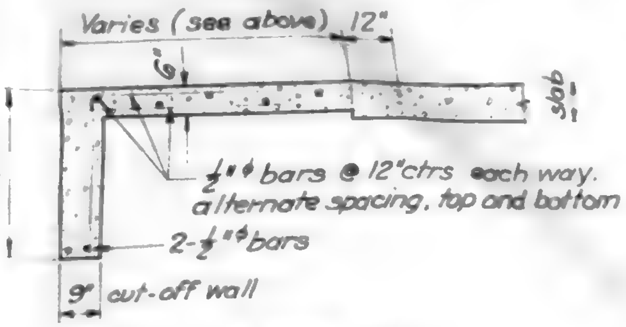
PART PLAN AND SECTION
SHOWING APRON - ALL HEIGHTS

Material in 4 wings & 2 parapets		
Width	Reinf. Steel	Concrete
3'-0"	449. Lbs	5.34 Cu. yds.
4'-0"	487. Lbs	580 Cu. yds
5'-0"	498 Lbs.	6.21 cu. yds.
6'-0"	568. Lbs.	6.76 Cu. yds.
7'-0"	607 Lbs.	7.23 Cu. yds.
8'-0"	647 Lbs.	7.70 cu. yds.

Quantities are based on single barrel culverts with 7" top slab and includes 9" barrel section under parapets.

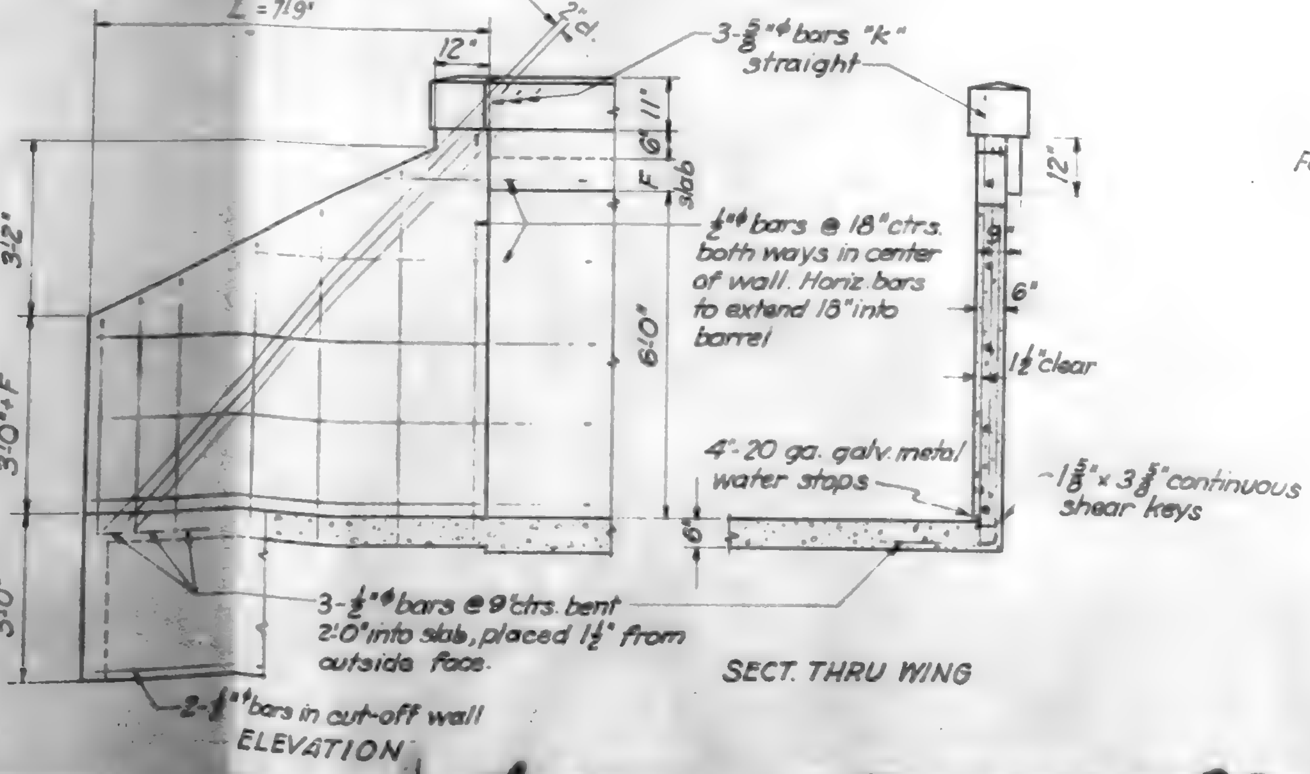
WING WALL FOR 4'-0" HIGH CULVERTS
Scale ½" = 1'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRW'G
FOR EXAMPLE:
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"



Varies (see above)
12"
6"
slab
3'-0"
½"ϕ bars @ 12" ctrs each way, alternate spacing, top and bottom
2-½"ϕ bars
9" cut-off wall

SECTION A-A



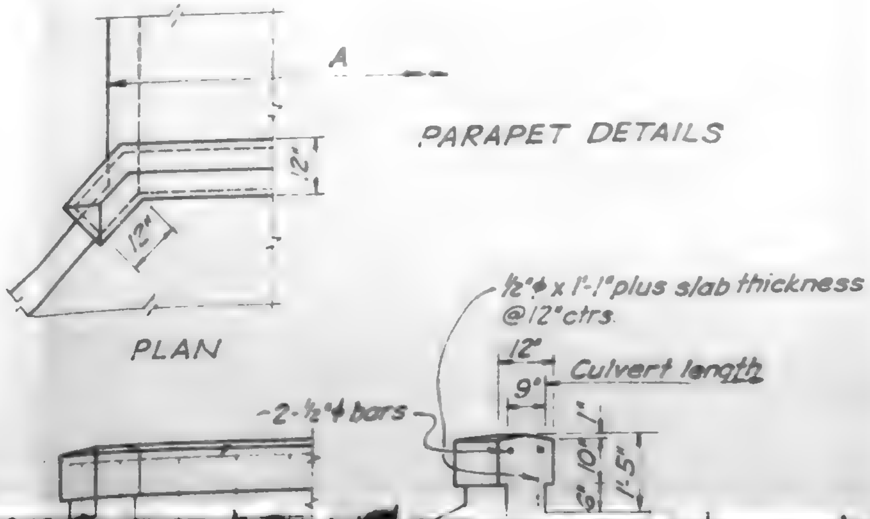
L = 7'-9"
12"
2" cl.
3-⅝"ϕ bars "k" straight
6" 11"
F
slab
12"
3'-2"
3'-0"+F
6'-0"
3'-0"
½"ϕ bars @ 18" ctrs. both ways in center of wall. Horiz. bars to extend 18" into barrel
9"
6"
1½" clear
6"
4'-20 ga. galv. metal water stops
1⅝" x 3⅝" continuous shear keys
3-½"ϕ bars @ 9" ctrs. bent 2'-0" into slab, placed 1½" from outside face.
2-½"ϕ bars in cut-off wall

ELEVATION

SECT. THRU WING

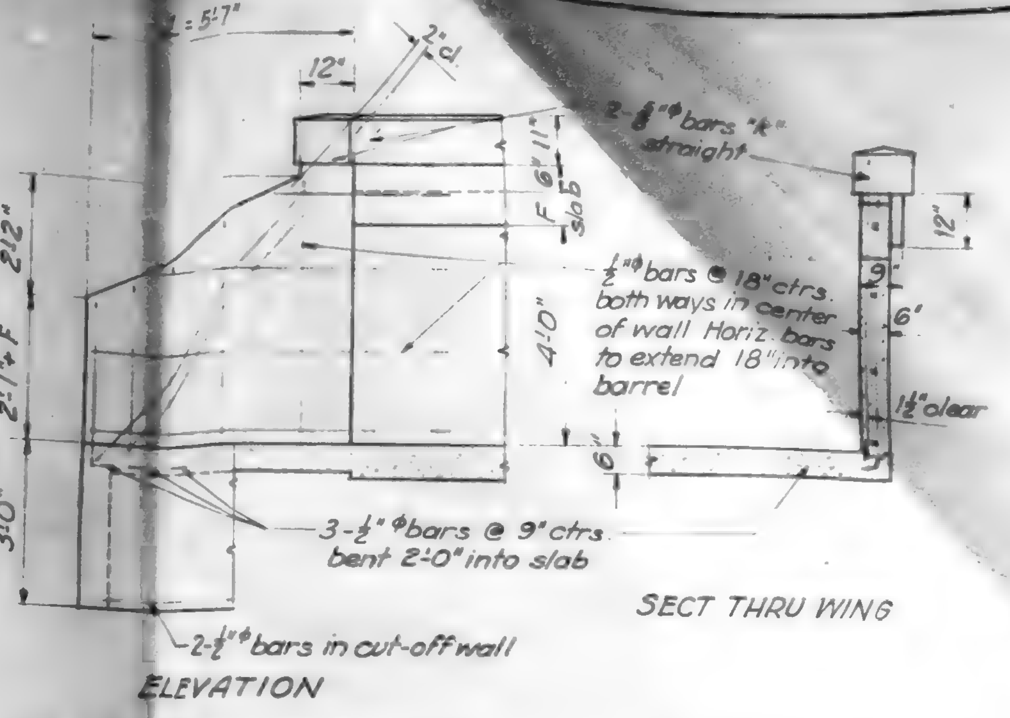
For reinforcing steel in barrel
see standard culvert drawing

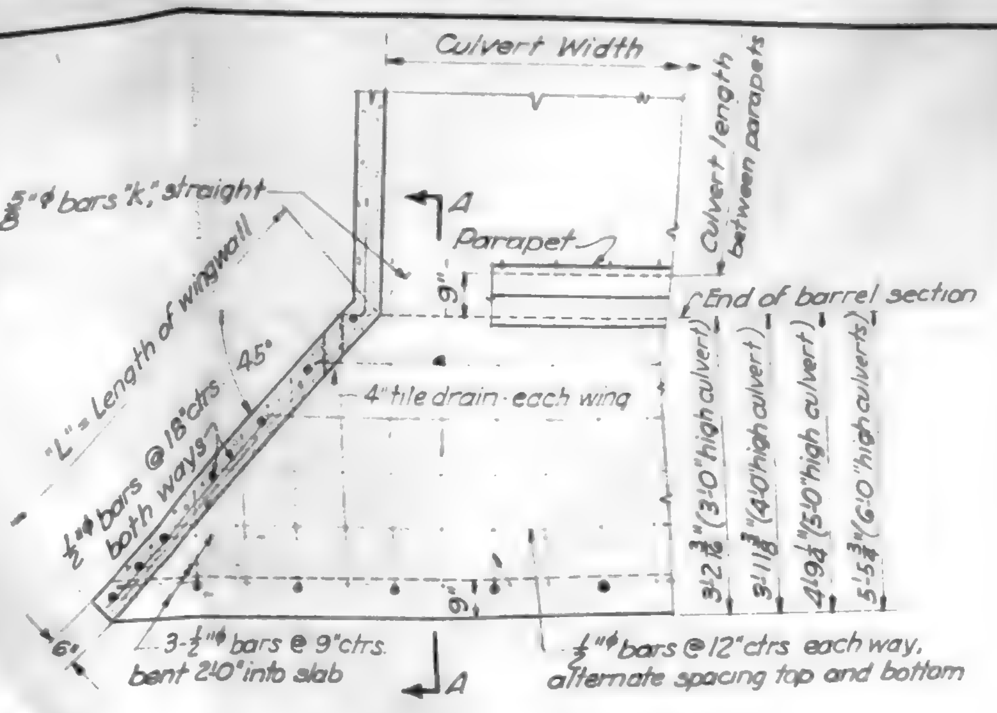
PARAPET DETAILS



PLAN

CULVERTS


L = 5'7"
12"
2" cl.
2-5/8"φ bars "k" straight
F
6"
11"
slab
2'2"
2'1"+F
3'0"
4'0"
12"
9"
6"
1/2"φ bars @ 18" ctrs. both ways in center of wall. Horiz. bars to extend 18" into barrel
1 1/2" clear
6"
3-1/2"φ bars @ 9" ctrs. bent 2'-0" into slab
2-1/2"φ bars in cut-off wall
ELEVATION
SECT THRU WING


Culvert Width
Culvert length between parapets
5/8"φ bars "k" straight
A
Parapet
9"
End of barrel section
"L" = Length of wingwall
45°
4" tile drain - each wing
1/2"φ bars @ 18" ctrs. both ways
3'2 3/16" (3'0" high culvert)
3'11 5/8" (4'0" high culvert)
4'9 3/4" (5'0" high culvert)
5'5 3/4" (6'0" high culverts)
9"
6"
3-1/2"φ bars @ 9" ctrs. bent 2'0" into slab
A
1/2"φ bars @ 12" ctrs each way, alternate spacing top and bottom

PART PLAN AND SECTION SHOWING APRON - ALL HEIGHTS

WING WALL FOR 4'-0" HIGH CULVERTS

Scale 1/4" = 1'-0"

Material in 4 wings & 2 parapets		
Width	Reinf. Steel	Concrete
3'0"	449. Lbs	5.34 Cu.yds.
4'0"	487. Lbs.	580 Cu.yds
5'0"	498 Lbs.	6.21 cu.yds.
6'0"	568. Lbs.	6.76 Cu.yds.
7'0"	607 Lbs.	7.23 Cu.yds.
8'0"	647 Lbs.	7.70 cu.yds.

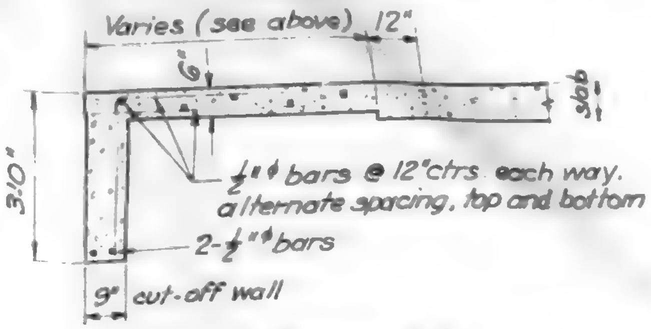
Quantities are based on single barrel culverts with 7" top slab and includes 9" barrel section under parapets.

NOTE

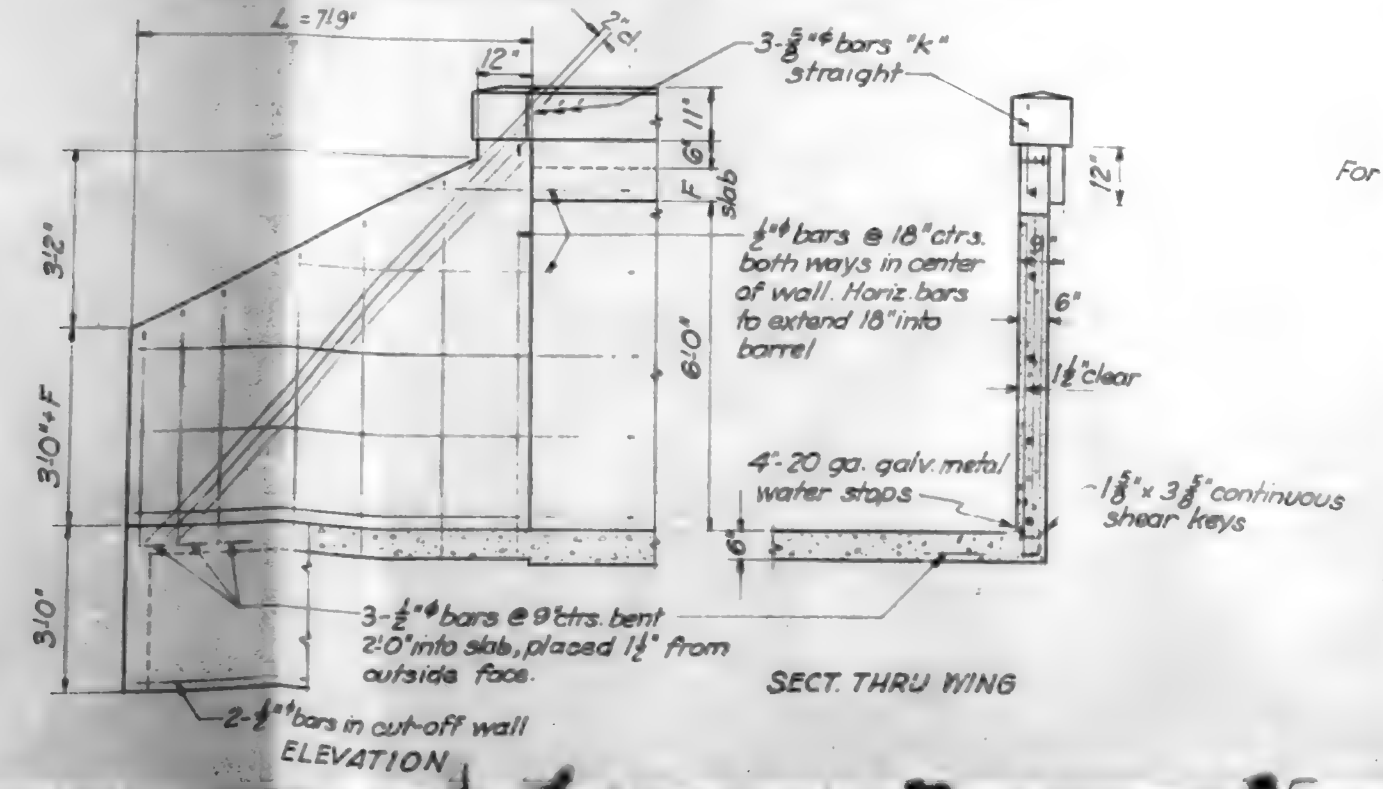
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRW'G

FOR EXAMPLE:

INDICATED SCALE 3/4" = 1'-0"
SHOULD BE READ 3/8" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

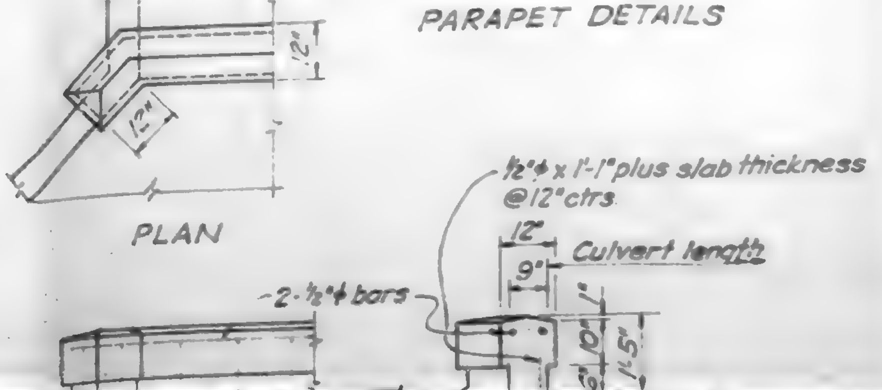

Varies (see above)
12"
6"
slab
3'0"
1/2"φ bars @ 12" ctrs each way, alternate spacing, top and bottom
2-1/2"φ bars
9"
cut-off wall

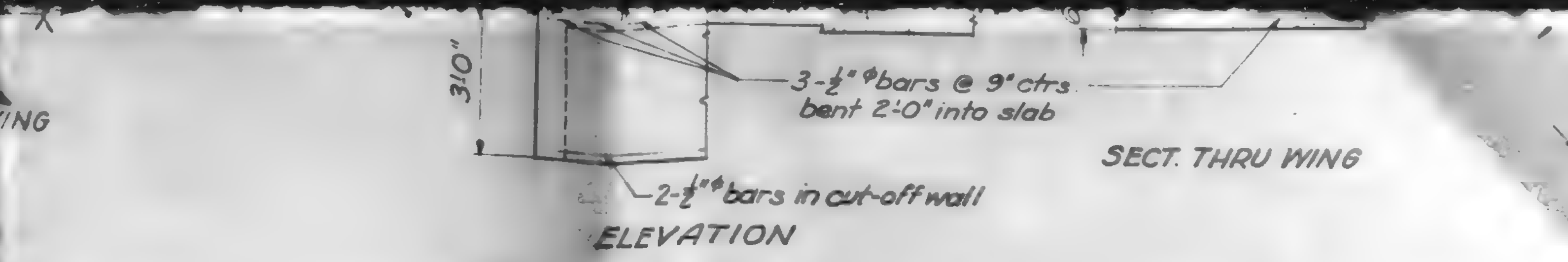
SECTION A-A


L = 7'9"
2" cl.
12"
3-5/8"φ bars "k" straight
6"
11"
F
slab
12"
3'2"
3'0"+F
3'0"
6'0"
1/2"φ bars @ 18" ctrs. both ways in center of wall. Horiz. bars to extend 18" into barrel
9"
6"
1 1/2" clear
4'-20 ga. galv. metal water stops
1 5/8" x 3 5/8" continuous shear keys
6"
3-1/2"φ bars @ 9" ctrs. bent 2'0" into slab, placed 1 1/2" from outside face.
2-1/2"φ bars in cut-off wall
ELEVATION
SECT. THRU WING

For reinforcing steel in barrel see standard culvert drawing

PARAPET DETAILS



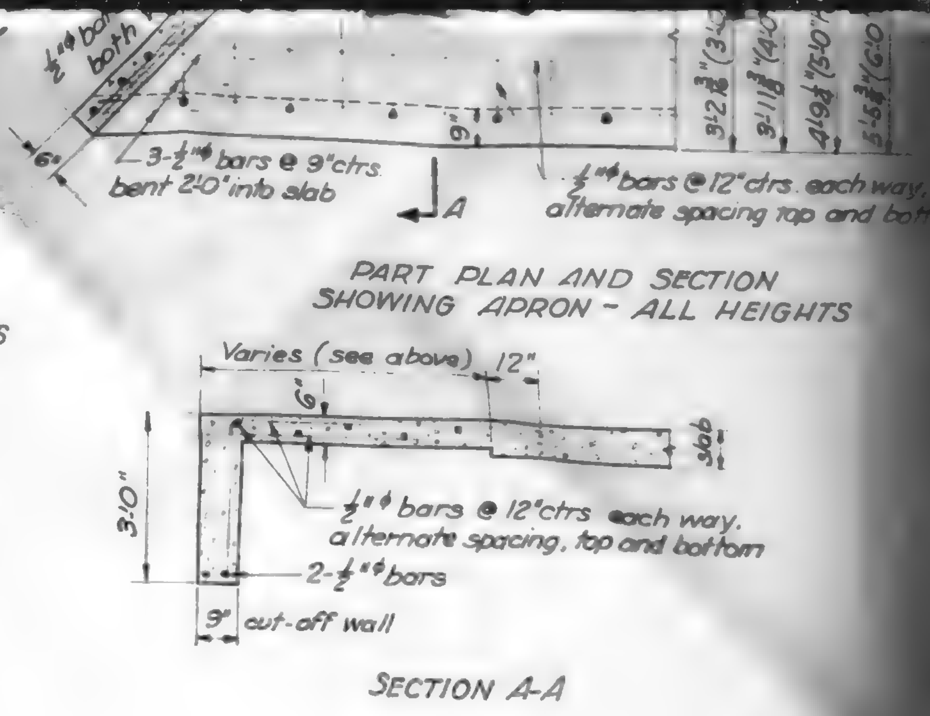

ING
3'0"
3-½"ϕ bars @ 9" ctrs. bent 2'-0" into slab
SECT. THRU WING
2-½"ϕ bars in cut-off wall
ELEVATION
IGH CULVERTS

WING WALL FOR 4'0" HIGH CULVERTS
Scale ½" = 1'0"

Material in 4 wings & 2 parapets		
Width	Reinf. Steel	Concrete
3'0"	449. Lbs	5.34 Cu. yds.
4'0"	487 Lbs	5.80 Cu. yds
5'0"	498 Lbs.	6.21 cu. yds.
6'0"	568. Lbs.	6.76 Cu. yds
7'0"	607 Lbs	7.23 Cu yds
8'0"	647 Lbs	7.70 cu. yds.

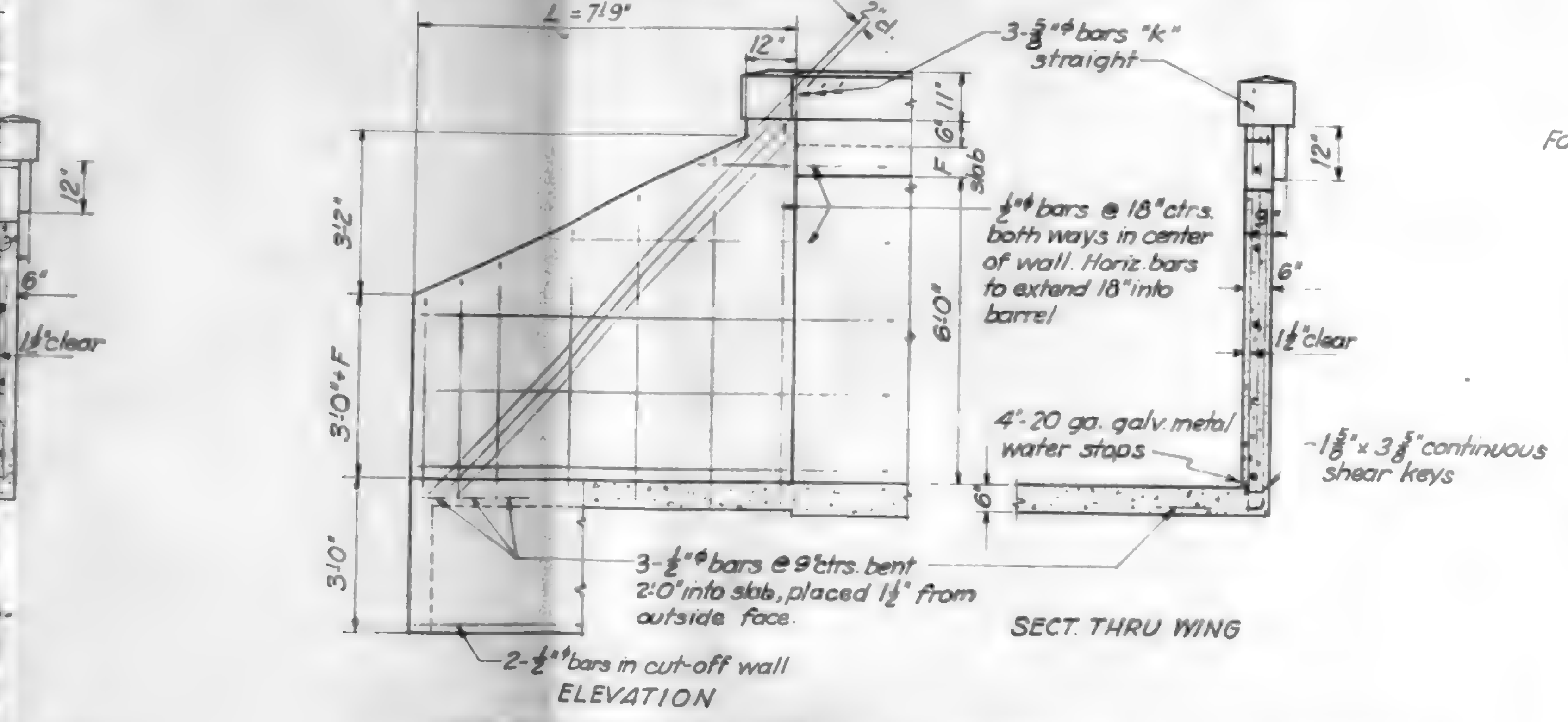
Quantities are based on single barrel culverts with 7" top slab and includes 9" barrel section under parapets.

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"


½"ϕ both
6"
3-½"ϕ bars @ 9" ctrs. bent 2'-0" into slab
9"
A
½"ϕ bars @ 12" ctrs. each way, alternate spacing top and bott
3'-2 3/16" (3'-
3'-11 ⅛" (4'-0
4'-9¼" (5'-0"
5'-5¾" (6'-0
Varies (see above)
12"
6"
slab
3'0"
½"ϕ bars @ 12" ctrs. each way, alternate spacing, top and bottom
2-½"ϕ bars
9"
cut-off wall

PART PLAN AND SECTION SHOWING APRON – ALL HEIGHTS

SECTION A-A

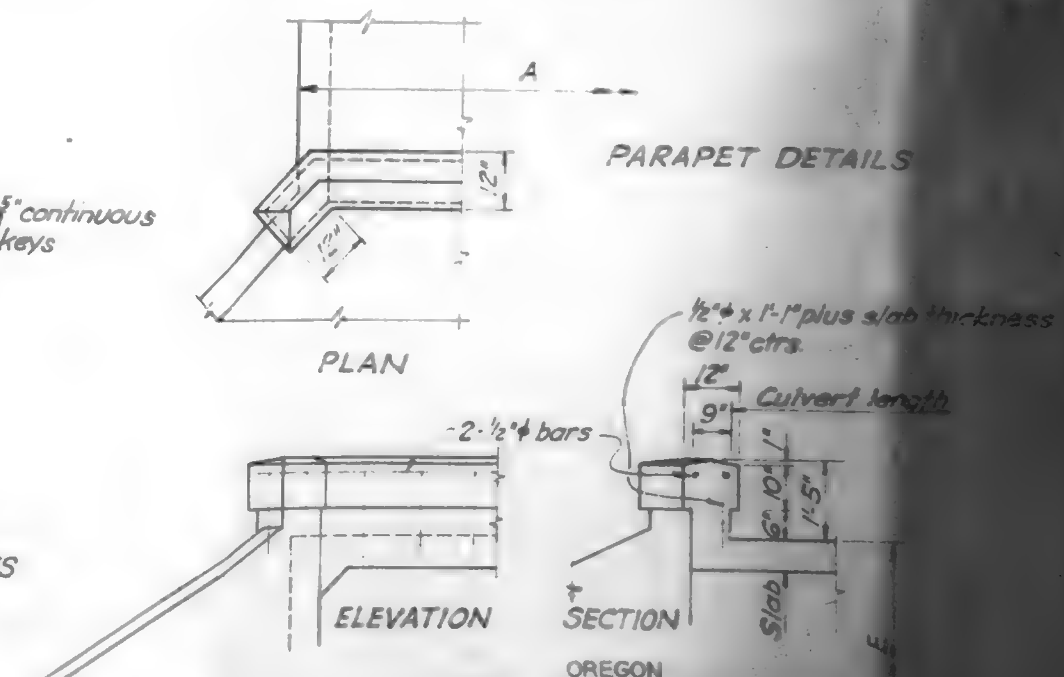

L = 7'9"
12"
2"
3-⅝"ϕ bars "k" straight
6"
11"
F
slab
3'2"
3'0"+F
3'0"
6'0"
12"
½"ϕ bars @ 18" ctrs. both ways in center of wall. Horiz. bars to extend 18" into barrel
9"
6"
1½" clear
4'-20 ga. galv. metal water stops
1⅝" x 3⅝" continuous shear keys
6"
3-½"ϕ bars @ 9" ctrs. bent 2'-0" into slab, placed 1½" from outside face.
SECT. THRU WING
2-½"ϕ bars in cut-off wall
ELEVATION
12"
6"
1½" clear
LVERTS

For reinforcing steel in barrel see standard culvert drawing

WING WALL FOR 6'0" HIGH CULVERTS
Scale ½" = 1'0"

Material in 4 wings & 2 parapets		
Width	Reinf. Steel	Concrete
3'0"	683. Lbs.	8.13 Cu. Yds.
4'0"	726 Lbs	8.64 Cu. Yds.
5'0"	771 Lbs.	9.18 Cu. Yds
6'0"	806 Lbs.	9.61 cu. yds.
7'0"	852 Lbs	10.14
8'0"	939 Lbs	10.83 cu. yds.

Quantities are based on single barrel culverts with 7" top slab and includes 9" barrel section under parapets.



PARAPET DETAILS

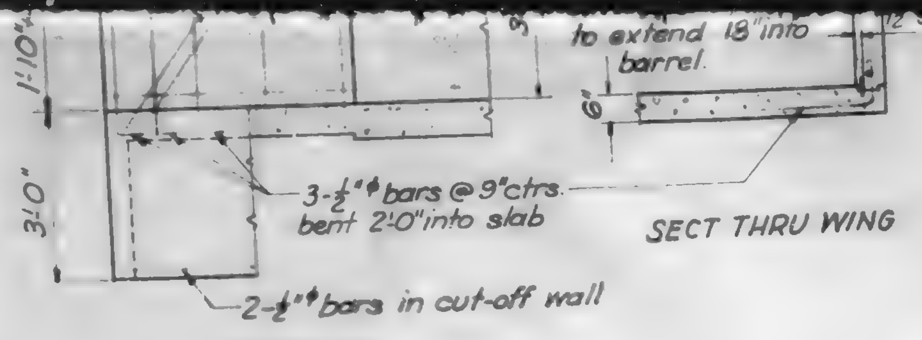
Approved:

Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION

CULVERT WING WALL
3' TO 6' HIGH

DRAWN BY C.C.S. JUNE 22, 1943 SHEET
TRACED BY CCS SCALE NOTED DRAWN


1'-10"
3'-0"
to extend 18" into barrel.
6"
3-½"ϕ bars @ 9"ctrs. bent 2'-0" into slab
SECT THRU WING
2-½"ϕ bars in cut-off wall

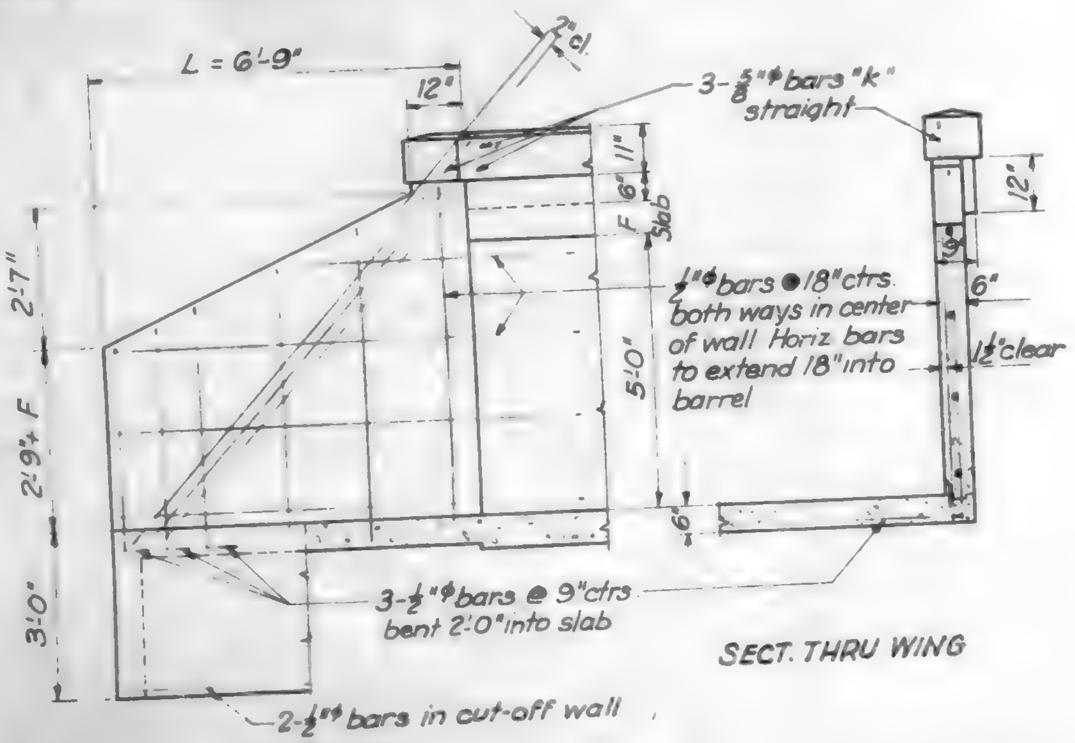
ELEVATION

Material in 4 wings & 2 parapets		
Width	Reinf. Steel	Concrete
3'-0"	364 Lbs.	4.22 Cu Yds
4'-0"	404 Lbs.	4.64 Cu Yds
5'-0"	438 Lbs	5.11 Cu Yds
6'-0"	469 Lbs	5.53 Cu Yds
7'-0"	510 Lbs	5.97 Cu Yds
8'-0"	535 Lbs.	6.41 Cu Yds.

Quantities are based on single barrel culverts with 7" top slab and includes 9" barrel section under parapets

WING WALL FOR 3'-0" HIGH CULVERTS

Scale ½"=1'-0"


L = 6'-9"
12"
2" cl.
3-⅝"ϕ bars "K" straight
11"
6"
F
Slab
12"
2'-7"
½"ϕ bars @ 18" ctrs. both ways in center of wall Horiz bars to extend 18" into barrel
5'-0"
9"
6"
1½" clear
2'-9"+F
6"
3'-0"
3-½"ϕ bars @ 9"ctrs bent 2'-0" into slab
SECT. THRU WING
2-½"ϕ bars in cut-off wall

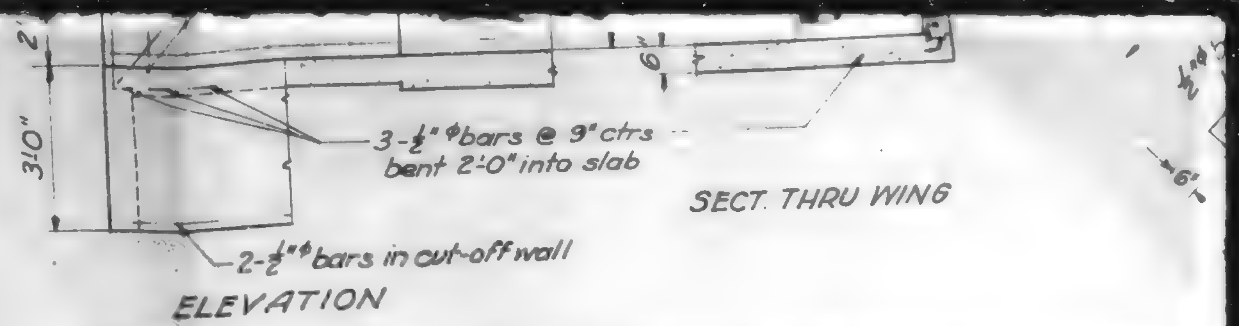
ELEVATION

Material in 4 wings & 2 parapets		
Width	Reinf Steel	Concrete
3'-0"	572 Lbs.	6.81 Cu Yds.
4'-0"	612 Lbs.	7.28 Cu Yds
5'-0"	650 Lbs	7.75 Cu Yds
6'-0"	689 Lbs.	8.20 Cu Yds
7'-0"	728 Lbs	8.67 Cu Yds
8'-0"	791 Lbs	9.42 Cu. Yds

Quantities are based on single barrel culverts with 7" top slab and includes 9" barrel section under parapets.

WING WALL FOR 5'-0" HIGH CULVERTS

Scale ½"=1'-0"


2'
3'-0"
6"
3-½"ϕ bars @ 9" ctrs bent 2'-0" into slab
SECT. THRU WING
2-½"ϕ bars in cut-off wall
6"

ELEVATION

Material in 4 wings & 2 parapets		
Width	Reinf. Steel	Concrete
3'-0"	449 Lbs	5.34 Cu.yds.
4'-0"	487 Lbs	5.80 Cu. yds
5'-0"	498 Lbs.	6.21 cu.yds.
6'-0"	568 Lbs.	6.76 Cu.yds
7'-0"	607 Lbs	7.23 Cu yds
8'-0"	647 Lbs	7.70 cu.yds.

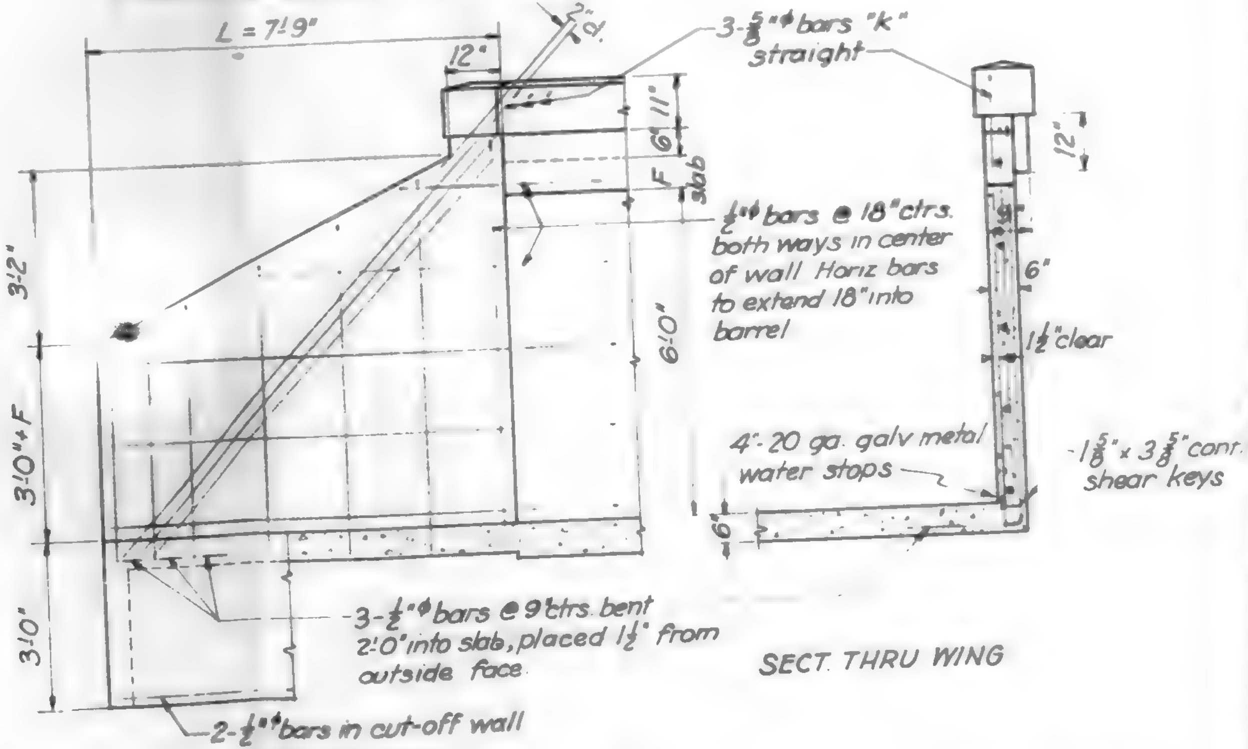
Quantities are based on single barrel culverts with 7" top slab and includes 9" barrel section under parapets.

WING WALL FOR 4'-0" HIGH CULVERTS

Scale ½" = 1'-0"

NOTE

THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"


L = 7'-9"
2" cl.
12"
3-⅝"ϕ bars "K" straight
11"
6"
F
Slab
12"
3'-2"
½"ϕ bars @ 18" ctrs. both ways in center of wall Horiz bars to extend 18" into barrel
6'-0"
9"
6"
1½" clear
3'-0"+F
4'-20 ga. galv metal water stops
-1⅝" x 3⅝" cont. shear keys
6"
3'-0"
3-½"ϕ bars @ 9"ctrs. bent 2'-0" into slab, placed 1½" from outside face
SECT. THRU WING
2-½"ϕ bars in cut-off wall

ELEVATION

Material in 4 wings & 2 parapets		
Width	Reinf Steel	Concrete
3'-0"	683 Lbs	8.13 Cu Yds
4'-0"	726 Lbs	8.64 Cu Yds
5'-0"	771 Lbs	9.18 Cu. Yds
6'-0"	806 Lbs	9.61 cu yds
7'-0"	852 Lbs	10.14
8'-0"	939 Lbs	10.83 cu yds

Quantities are based on single barrel culverts with 7" top slab and includes 9" barrel section under parapets

WING WALL FOR 6'-0" HIGH CULVERTS

Scale ½"=1'-0"

Approved

Bridge Engi

RECEIVED
MAR 30 1949
FOR FILING

7-124 (3)

3063

March 30, 1949

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have today received a letter from Rogue Motors of Gold Beach, Oregon, in which they state that their claim against Snook Brothers has been paid in full. This, apparently, is the claim received by us on February 16th of which you were advised on February 17th, in connection with Contract No. 3063 with Snook Brothers for work on the Gold Beach Section of the Oregon Coast Highway in Curry County.

This information is furnished as the Maryland Casualty Company appears as surety on the bond issued in connection with the above contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen and Rowland
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

RECEIVED
MAR 31 1949
FOR FILING

7124 (C)

3063

Mr. Lewis

March 30, 1949

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have today received a letter from the Kessler Lumber Yard, Gold Beach, Oregon, in which they state that Snook Brothers have paid them in full the amount of $214.07.

This is in connection with a claim filed by The Kessler Lumber Yard on February 17th in connection with Contract 3063 with Snook Brothers for work on the Gold Beach Section of the Oregon Coast Highway in Curry County. A letter was addressed to you on February 18th advising that the claim had been filed in this office.

This information is provided as the Maryland Casualty Company appears as surety on the bond in connection with the above contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen and Rowland, Inc.
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

RECEIVED
MAR 31 1949
FOR FILING

7-124 (3)

3063

3063

Mrs Lewis

March 30, 1949

Rogue Motors
Gold Beach, Oregon

Gentlemen:

We acknowledge with thanks, your letter of March 26 in which you state that your claim against Snook Brothers has been paid in full.

This, apparently, is in connection with the claim received in our office from you on February 16 for truck and grader parts filed against the contractor under our Contract No. 3063 for work on the Gold Beach Section of the Oregon Coast Highway in Curry County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md

NOTED ON CARD
3-3[illegible]

ROGUE MOTORS
Chevrolet --- Buick
Sales and Service
TELEPHONE 411

GOLD BEACH, OREGON

3063

Mar- 26- 1949.

Oregon State Highway Com.
Salem Oregon.

NOTED
H. B. GLAISYER

Gentlemen:

Our claim against Snook Brothers, Corvallis Oregon, has been paid in full.

Yours Truly
Phil R Adams

REFERRED TO
Query
BY SECRETARY

acknowledge
notify contractor & surety
record on card.
DHS

RECEIVED
COMMISSION

NOTED ON CARD
[illegible]

L. SNOOK
329 N. 18TH STREET
CORVALLIS, OREGON
PHONE 1003-W

PAUL SNOOK
7205 S. E. 18TH AVE.
PORTLAND 2, OREGON
PHONE FI 2041

Snook Brothers
GENERAL CONTRACTORS
HOME OFFICE:
CORVALLIS, OREGON

March 24, 1949

Rogue Motors

Gold Beach, Oregon

Gentlemen:

The State Highway Department has requested us to have you send them a letter stating that the claim you filed against Snook Brothers has been taken care of. We would appreciate it very much if you would take care of this as soon as possible so that the records with the State Highway and our bonding Company will be cleared.

Thank you

Yours truly

SNOOK BROTHERS

M. V. Kingwell

M. V. Kingwell, Accountant

MVK:vg

RECEIVED
MAR 31 1949
FOR FILING
4124 (3)
3063

3063

Mrs Severo

March 29, 1949

The Kessler Lumber Yard
Gold Beach, Oregon

Gentlemen:

We acknowledge with thanks your letter of March 28 stating that Snook Brothers have paid in full the claim you had against them for $214.07.

This claim was filed against Snook Brothers under our Contract 3063 for work on the Gold Beach Section of the Oregon Coast Highway in Curry County.

Your letter will be recorded in our office and we will notify the surety and contractor that the claim has been paid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
3-21-49

BUILDING HARD[illegible]E CEMENT [illegible] AND DOORS ROOFING

General Paint

THE KESSLER LUMBER YARD

RALPH KESSLER, PROPRIETOR
PHONE 641
Gold Beach, Oregon

March 28, 1949

3063

Mr. H. B. Glaisyer Secretary
State Highway Commission
Salem, Oregon

Dear Sir,

Thank you for your letter of February 18 concerning our account with Snook Brothers.

We received a check from Snook Brothers for $214.07, the full amount, shortly after receipt of your letter.

Thank you for your action in this matter.

Very truly yours,
Ralph Kessler a.r.

RECEIVED
STATE HIGHWAY COMMISSION

REFERRED TO Query
BY SECRETARY

acknowledge with thanks:
notify surety & contractor.
record on card.
HBG

NOTED ON CARD
3-29-49

RECEIVED
APR 1 1949
FOR FILING
FORM E-30 10M 12-46 27899

F-124(3)

#3063

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28th, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith please find school warrant in the amount of $477.53 which the School Board of Gold Beach has forwarded as the additional cost of substituting a concrete walk for the oiled rock in front of the schoolhouse.

The proposed change is approved by the contractor.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

Warrant No 265 for 477.53
rec. 3-28-49
F-Query

Warrant ~~check~~ to Acc Div. 3-29

RECEIVED
MAR 18
FOR FILING
7-124 (-)
3063

3063

Mrs. Lewis

March 15, 1949

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have received a claim filed with this office by Collier H. Buffington, an attorney of Gold Beach, in behalf of Norman Frye, Arthur Ray and William Johnson all of Gold Beach. The claim states that the three persons mentioned above have unpaid wages due them while in the employment of McCue and Plymale who operate a gravel crushing plant about four miles northeast of Gold Beach and who supplied gravel to Sweek Brothers for use on our Contract No. 3063 for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County. No amount is stated in the claim, but it does state that the wages due were earned during the months of December, 1948 and January and February, 1949.

This information is furnished as the Maryland Casualty Company appears as surety in the bond furnished with Contract 3063.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hanson & Rowland, Inc.
511 Henry Building
Portland, Oregon

Sweek Brothers
329 North 18th Street
Corvallis, Oregon

NOTED ON CARD
3-[illegible]-49

3063

Mrs. Lewis

March 15, 1949

Mr. Collier E. Buffington
Gold Beach, Oregon

Dear Sir:

We acknowledge, with thanks, your letter of March 11 to whichwas attached an affidavit stating that Norman Frye, Arthur Ray and William Johnson have unpaid wages due them from McCue and Plymale who furnished gravel to Snook Brothers under our Contract No. 3063.

This claim will be recorded in our office in the usual manner and the surety and the contractor notified of its receipt.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

3-15-49 E.L.

ROLLIN C. GOODALE

LAW OFFICES OF
COLLIER H. BUFFINGTON
GOLD BEACH, OREGON

March 11, 1949

NOTED
H. B. GLAISYER

Oregon State Highway Commission
Salem, Oregon

Attention of Mr. H. B. Glaisyer, Secretary

Dear Mr. Glaisyer:

I received your letter of March 7th with the certified copy of the contract with Snook Brothers and I thank you for your kindness in forwarding this to me so promptly.

I am enclosing herewith my own affidavit in compliance with your request. I haven't checked up the law and therefore don't know whether this affidavit will meet the legal requirements. If it does not, please advise me and I shall try to send you one that does fully comply.

In connection with the claim against McCue and Plymale, I have notified the bonding company of this claim so as to put them on notice. Possibly, they can be of some assistance in getting the matter straightened out.

Yours very truly,

Collier H. Buffington

CHB:T
ENCL.

REFERRED TO
[illegible]
BY SECRETARY

Acknowledged - [illegible]
[illegible]
[illegible]

RECEIVED
[illegible]
HIGHWAY COMMISSION

[illegible]
3-14-49 GB

STATE OF OREGON)
: SS
County of Curry)

I, Collier H. Buffington, being first duly sworn, upon oath depose and say:

That I am attorney for Norman Frye, Arthur Ray and William Johnson, all of whom are residents of Gold Beach, Oregon.

That each of the persons named have earned wages which are unpaid, in employment by Perry Plymale and Marvin McCue, doing business as McCue and Plymale, in the operation of a gravel crushing plant set up on a gravel bar adjacent to Rogue River about four miles northeast of Gold Beach, Oregon, and supplying gravel to Snook Brothers for use in the widening project at Gold Beach, Oregon, now under way, being State Highway Contract No. 3063; that the said wages were earned during the months of December, 1948, and January and February, 1949; that the gravel produced through the operation of the said gravel crushing plant during the period of the employment of the said workmen hereinabove mentioned has gone into the construction job referred to.

That in connection with the prosecution of the wage claim of the persons hereinabove named, I am in need of a copy of State Highway Contract No. 3063 being a contract between the State Highway Commission and Snook Brothers for the grading and surfacing of the Gold Beach section of the Oregon Coast Highway in Curry County.

Collier H Buffington

Subscribed and sworn to before me this 12th day of March, 1949.

Bernice Turner
Notary Public for Oregon

My Commission expires July 7, 1952

RECEIVED
MAR 18 1949
FOR FILING

7124 (3)

3063

files

March 7, 1949

Mr. Collier H. Buffington
Attorney at Law
Gold Beach, Oregon

Dear Mr. Buffington:

Responding to your telephone request of a few minutes ago, I enclose for your information a certified copy of State Highway Contract No. 3063, awarded by the Highway Commission to Snook Brothers, for grading and surfacing the Gold Beach Section of the Oregon Coast Highway, in Curry County.

It is my understanding that you wish to use this contract in connection with your client, who has a claim against this job for furnishing gravel. The Law requires that an affidavit of the claim be filed with the Highway Commission in order to secure a certified copy of contract. I am sending the copy in advance of the receipt of affidavit, but anticipate that you will furnish the affidavit within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

Enc.

affidavit received 3-14
TC

NOTED
F. QUERY

RECEIVED
FOR FILING
7-1-4-4 (3)
3063

Miss Lewis
note

March 2, 1949

Smock Brothers
329 North 15th Street
Corvallis, Oregon

Gentlemen:

We have your letter of March 1 in which you state that claims filed against you in connection with your Contract No. 3063 by Rogue Motors, W. W. Ostrander and the Kessler Lumber Company have been paid.

As you requested, we are so informing the bonding company; but it is necessary, in order to clear the records, that written statements be secured from each one of the claimants stating that the claim has been settled.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
3-2-49

Mrs. Lewis
note

March 2, 1949

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have today received a letter from Snook Brothers in which they state that claims filed against them by the Kessler Lumber Yard, W. W. Ostrander and the Rogue Motors have been paid. We have written to Snook Brothers and asked them to secure statements from the claimants stating that the claims have been settled.

This information is provided as the Maryland Casualty Company appears as surety under Contract No. 3063 with Snook Brothers on the Gold Beach Section of the Oregon Coast Highway in Curry County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

3-2-49

L. SNOOK
329 N. 18TH STREET
CORVALLIS, OREGON
PHONE 1003-W

PAUL SNOOK
7205 S. E. 18TH AVE.
PORTLAND 2, OREGON
PHONE FI 2041

Snook Brothers
GENERAL CONTRACTORS
HOME OFFICE:
CORVALLIS, OREGON

March 1, 1949

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In reference to your letters dated February 17, and letter February 18, 1949 concerning claims filed against us by Rogue Motors, W. W. Ostrander, and the Kessler Lumber Company, we would like you to inform our bonding company that these have been paid. Should we not also receive from the individuals concerned a signed waiver of claim?

Thank you.

Yours truly,

SNOOK BROTHERS

M. V. Kingwell
M. V. Kingwell

REFERRED TO
Jerry
BY SECRETARY

prepare reply — tell him
are requiring written evidence
from claimant that
claim has been satisfied
RHB

RECEIVED
[illegible]

NOTED ON CARD
3-2-49 g.c.

RECEIVED
MAR 1 1949
FOR FILING

7-124 (3)

3063

320 N. 18TH STREET
CORVALLIS, OREGON

PAUL SNOOK
7205 S. E. 18TH AVE.
PORTLAND 2, OREGON
PHONE FI 2041

Snook Brothers
GENERAL CONTRACTORS
HOME OFFICE:
CORVALLIS, OREGON

3063

February 21, 1949

Oregon State Highway Commission

Salem, Oregon

Att: Mr. H. B. Glaisyer

Gentlemen:

For the information of the State Highway Commission, Snook Brothers have no accounts payable relative to Contract No. 3063 in Curry County and vicinity of Gold Beach at this date February 21, 1949.

Respectfully

SNOOK BROTHERS

L. Snook

L. Snook, Partner

LS:vg

cc - Maryland Casualty Company
Baltimore 3, Maryland

Hansen and Rowland, Inc.
611 Henry Building
Portland, Oregon

Hansen and Rowland, Inc.
Tacoma, Washington

RECEIVED
FEB 23 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 25 1949
FOR FILING
7124-(3)
3063

Mrs. Lewis
no'd on card

February 18, 1949

The Kessler Lumber Yard
Gold Beach, Oregon

Gentlemen:

This is to acknowledge your letter of February 16, in which you state that Snook Brothers owe you $214.27 for materials purchased from your lumber yard. This claim appears to be in connection with our Contract No. 3063 with Snook Brothers for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County.

To provide protection for your claim, we suggest that it be filed with the Maryland Casualty Company whose agent on this job is Hansen and Rowland, Inc., 611 Henry Building, Portland. The above mentioned company appears as surety on the bond furnished in connection with this contract.

To protect your claim beyond the ordinary period of six months after the job is completed and accepted, we suggest that your claim be filed with the Secretary of State. An excerpt from the Oregon Law concerning this procedure is attached hereto.

Your claim, as received, will be noted on our records and we will advise the surety and the contractor of its receipt.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

BUILDING HARD RE · CEMENT · SH AND DOORS · ROOFING

General Paint

THE KESSLER LUMBER YARD

RALPH KESSLER, PROPRIETOR
PHONE 641
Gold Beach, Oregon

February 16, 1949

Secretary State Highway Commission
Salem, Oregon

Dear Sir,

Enclosed find statement made out to Snook Brothers for two hundred fourteen dollars twenty-seven cents ($214.27).

Snook Brothers are doing the construction work on the highway #101 through the city of Gold Beach. They have purchased material in our lumber yard from November 18, 1948 to January 31, 1949. We have sent them monthly statements to which they paid no attention and a letter requesting payment which they ignored. Finally we wrote them again stating that unless their bill was paid by February 15, we would report it to the Highway Commission. We had no return on that - hence this letter to you.

We shall appreciate action on your part to insure payment of this bill.

Very truly yours,
Ralph Kessler

REFERRED TO [illegible]
BY SECRETARY

[illegible] letter

2-17-49

Building Hardware   Cement   Sash and Doors   Roofing

General Paint

THE KESSLER LUMBER YARD

RALPH KESSLER, Proprietor   Phone 641

GOLD BEACH, OREGON, January 31 1949

M Frost Brothers

Gold Beach Oregon

		Balance due			214	27

All Invoices are Due and Payable within 10 days of Invoice Date.

Mrs. Lewis
note on card

February 18, 1949

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have received a letter from The Kessler Lumber Yard at Gold Beach, Oregon, in which they state that Snook Brothers owe them $214.27 for materials purchased from their lumber yard from November 18, 1948 to January 31, 1949. It appears that this claim is in connection with our Contract No. 3063 with Snook Brothers for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County

This information is provided as the Maryland Casualty Company appears as surety on the bond furnished in connection with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen and Rowland, Inc.
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

[illegible]

2-15-49, FK

RECEIVED
FEB 25 1949
FOR FILING
7124 (3)
3063

Mrs. Lewis
not on card

February 18, 1949

Rogue Motors
Gold Beach, Oregon

Gentlemen:

This is to acknowledge your letter of February 15, in which you state that Smook Brothers owe you for truck and grader parts. This claim appears to be in connection with our Contract No. 3063 with Smook Brothers for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County.

For your protection, we suggest that you file an itemized claim with the surety, which on this contract is the Maryland Casualty Company and whose agent is Hansen and Rowland, Inc., 611 Henry Building, Portland.

To protect your claim beyond the ordinary period of six months after the job is completed and accepted, you might file a claim with the Secretary of State. We are enclosing an excerpt from the Oregon Law outling the procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED ON CARD
[illegible]

Mrs. Lewis
note on card

February 17, 1949

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have today, received a letter from Rogue Motors, Gold Beach, Oregon, in which they state that Snook Brothers, in connection with what appears to be our Contract No. 3063 for work on the Gold Beach Section of the Oregon Coast Highway in Curry County, have purchased parts for trucks and graders during December, January and February which have not at this date been paid for.

No amount of the claim is given in their letter. They do state that they would like to have this bill paid to date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen and Rowland, Inc.
611 Henry Building
Portland, Oregon

Snook Brothers
329 North 18th Street
Corvallis, Oregon

2-17-49

ROGUE MOTORS
Buick --- Chevrolet --- Sales and Service
Johnson Sea Horse Outboard Motors
TELEPHONE 411
GOLD BEACH, OREGON

Feb-15-1949.

Oregon State Highway Com.
Salem Oregon.

Gentlemen:

Snook Bros, that have the highway contract through Gold Beach, have been getting parts for trucks on the job also for grader and we have mailed them three statements, Dec-1948-Jan 1949-Feb-1949, but we cannot get any payment from them.

Is there anyway we can be assured of payment through the Highway Commission?

We don't mind extending credit but we do expect them to keep the account paid up.

Yours Truly.

Phil R Adams

RECEIVED
16
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
2-[illegible]-49

RECEIVED
FEB 25 1949
FOR FILING

7124 (3)

3063

Mrs. Lewis
note on card

February 17, 1949

Mr. W. W. Ostrander
Pistol River, Oregon

Dear Sir:

This is to acknowledge your letter of February 12 in which you state that Snook Brothers owe you $120.50 for truck work performed for them. This appears to come under our Contract No. 3063 for work on the Gold Beach Section of the Oregon Coast Highway in Curry County.

This claim will be entered on our records and we will advise the contractor and the surety of its receipt.

If you so desire, we might suggest that you file your claim with the Maryland Casualty Company whose agent is Hansen and Rowland, Inc., 611 Henry Building, Portland. The company has provided the performance bond for completion of the contract and payment of bills in connection therewith.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

2-17-49

Mrs. Lewis
note on card

February 17, 1949

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have received a claim from Mr. W. W. Ostrander of Pistol River, Oregon, in which he states that Smock Brothers owe him $120.50 for truck work performed on November 29 and December 1, 17 and 18, 1948. This claim appears to be in connection with our Contract No. 3063 with Smock Brothers on the Gold Beach Section of the Oregon Coast Highway in Curry County.

This information is furnished as the Maryland Casualty Company appears as surety under the bond executed with the above contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen and Rowland, Inc.
611 Henry Building
Portland, Oregon

Smock Brothers
329 North 18th Street
Corvallis, Oregon

NOTED
2-17-49

Pistol River, Ore.

Feb,12,49

REFERRED TO
SECRETARY

Oregon State High Way Comm.
Salem, Oregon

Dear Sir;

Iam writing to you in regards to an unpaid claim on the Snoks Bro. who are doing the work of widening the high way in Gold Beach.

As you willsee below my truck did some work in Nov. and rest in Dec. I have tried to talk to the Bro. with no sucess, and have mailed them two statements which they to choose ignore, and I was advised to give my bill to you as the job is for the High Way.

The work was done by 1947 Cev. gravel truck, P.U.C. Permit No.39575

29 Nov.truck worked 8 hrs,@ $4.00per.Hr. Dirt to fill-----	$32,00
1 Dec. " " "" " 4 hrs @ $4.per @ 4hrs @ $5. per Hr. --	36.
17 Dec. from crusher, at $5.per hr, 9½ hrs -------------	47.50
Dec 18, from crusher, at $5. per 1 hr. -------------------	5.00
	120.50

Please advise as to this bill, I have give you the figures the driver gave to me.

Sincirely;

W. W. Ostrander
Pistol River
Ore

RECEIVED
FEB 15 [illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
2-15-49

RECEIVED
FEB 14
FOR FILING
FORM E-30X 16M 10-46

5-124(3)

3-63

1026W

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11th, 1949

SUBJECT:

To:

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

L

[illegible]
[illegible] WILLIAMS

Dear Sir:

Bernard Mather, City Recorder of Gold Beach, has asked in the name of Mayor Cartwright for 30-foot openings between curbs at the entrances to First and Second streets.

I see no objection to granting this if the contractor has not already constructed the curbs. If he has, I suggest you have Baker discuss it with Mayor Cartwright and if the City is very insistent, that we rebuild the curb returns.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: W. C. Williams
Geo. C. Baker

ASSIGNMENT

No. 1026 WC

DESCRIPTION: Letter of 2-10-49 from City of Gold Beach, asking Commission to alter plans on highway project thru Gold Beach to allow for 30' openings between curbs at entrances to 1st & 2nd Sts.

DATE: 2-10-49

ASSIGNED TO: H. G. SMITH

☒ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ____________

☐ ________________________________

REPORT RECEIVED: 2-14-49 me

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

REMARKS:

OFFICE OF
MAYOR & RECORDER

CITY OF GOLD BEACH
CURRY COUNTY, OREGON

HIGHWAY NO. 101

February 10, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Oregon St. Highway Commission
Salem, Oregon

Gentlemen:

I am writing you at the request of Mayor Cartwright to see if the Commission would see fit to alter its plans on the Highway project through Gold Beach sufficiently to allow for 50' openings between curbs at the entrances to 1st and 2nd Streets. As the plans now stand with the highway sidewalk radius continued around to the street it would cut the opening down to 20 feet.

Your favorable action would be greatly appreciated.

Yours very truly,

Bernard Mather

Bernard Mather,
City Recorder

NOTE
W. C. WILLIAM

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 28 1948
FOR FILING

F 124(3)

December 22, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Paxson's letter of December 20th enclosing informational copies of State Force Order covering construction of a retaining wall and building foundation on Oregon Project No. F-124(3), Gold Beach Section of the Oregon Coast Highway.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
DEC 9 1948
FOR FILING

F-124(2)

3063

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

December 7, 1948
Salem, Oregon

SUBJECT:

To: Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

L

NOTED
W. C. WILLIAMS

Herewith copy of a letter from Mr. J. M. Devers pertaining to a right of way obligation on the Gold Beach Project.

Will you please arrange to take care of this matter in the course of construction.

H. G. Smith
Construction Engineer

By:
Edwin A. Pease
Construction Office Engineer

EAP:es
cc: W. C. Williams
George Baker

FORM E-30 25M 8-48 32204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1948

SUBJECT:

To:

W. C. Williams
Assistant Highway Engineer
Office

REFERRED TO H. G. Smith
By Asst. Chief Engineer

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Williams:

We have acquired in connection with the Gold Beach project an easement from Howard A. and Ella D. Sands, and one of the obligations or conditions is that the driveway along the south side of the Sands' lot is to be filled to a level with the highway grade.

Will you please see that this requirement gets to the attention of the Resident Engineer so that we can have our contractor take care of that item?

Very truly yours,

J M Devers

J. M. DEVERS

JMD:NH

RECEIVED
MA[illegible] 23 [illegible]
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

F-124(3)

3063

December 2, 1948

IN REPLY PLEASE REFER TO FILE

9041

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Attached hereto for securing a revolving fund check is a $300.00 voucher in favor of Rinehart and Lucille Gesik for property acquired as right of way for the City of Gold Beach Section of the Oregon Coast Highway. This, in reality, is a disbursement of the City of Gold Beach funds which they advanced to the State Highway Commission to acquire the land only.

According to Item 6 of the State Highway and City of Gold Beach Agreement of September 20th, 1948, which was discussed and approved under November 3rd Agenda, Item 2 d, the City was to pay for the land from owners specifically stated therein. Yet, Item 12 reads:

> "*** the sum of $7200.00, which sum will be paid to the State within thirty days after the execution of this agreement, and shall be used and disbursed by the State for the purposes herein set forth."

As the State Highway Commission had paid $2000.00 to Jean Huntley, $578.75 to Dewey LeMoss and $488.20 to Oleta Walker, we requested the City to submit their $7200.00 less the amount they had paid Moore, Morse, and Buffington, and John Melville, which sum amounting to $2200.05 they submitted by their Warrant No. 310, and was deposted by us with our Accounting Department on 11-26-48. This $300.00 together with the City's payments and ours fully disbursed the $7200.00. As we had paid the Huntley, LeMoss and Walker transactions listed above before knowledge that the agreement was made, we requested the City to submit their check.

We hope that with this information you will be able to approve the voucher and we can make payment and close this transaction.

Yours very truly,

J. M. DEVERS

By Earl F. Saling
EARL F. SALING

EFS/bdr
Enc.

RECEIVED
JUN 2 [illegible]
FOR FILING
F-124(3)
OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

November 3, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Robert

Dear Sir:

The program change dated October 6, 1948 for Item No. 28, Project F-188(2), Post War Federal Aid Primary Highway Program was approved by the Acting Commissioner on October 19, 1948. A signed copy of the PR-9 covering the action is attached.

Also included find PR-9 for Item 16, Project F-124(3) dated August 24, 1948 and approved August 31, 1948.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

Encl.

RECEIVED
NOV 5 1948
OREGON
STATE HIGHWAY COMMISSION

Division Engineer
Thru: Western Hdqtrs

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

October 6, 1948
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

P. W. Federal Aid Primary Highway Program
(Previous Program)

August 13, 1948
(Date of Approval)

COUNTY Lane

FA or FAS Route No. FA 29

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	28	F-188(2)	Crossings of Long Tom River M.P.53.68 and M.P. 54.22	Survey-Plans					2 Bridges, Gr., Dr. 2-lane Intermediate-type surfacing
				Right-of-Way					
				Construction	38,000	19,000	19,000		
				Total	38,000	19,000	19,000	0.290	
Requested Revision	28	F-188(2)	Same	Survey-Plans					2 Bridges
				Right-of-Way					
				Construction	67,017	19,000	48,017		
				Total	67,017	19,000	48,017	0.049	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: Eliminate road approaches from F. A. project. Approaches to be constructed by State forces.

Recommended for approval T. M. Davis T. M. DAVIS Oct. 11, 1948
District Engineer (date)

Recommended: W. H. Lynch W. H. LYNCH Oct. 12, 1948
Division Engineer (date)

Asst. State Highway Engineer 10/6/48

Approved: Acting Commissioner OCT 1 [illegible] (date)

Approval recommended:
L. M. Hewes, Chief, Western Hdqtrs.

By Principal Highway Engineer

OCT 1 4 1948

AFB C.P. REL

PR-9

Division Engineer
Thru: Western H.Q.

OCT 25 1948
DIVISION 8

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT ~~PROGRAM~~ CHANGE

August 24, 1948
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

PW - Federal Aid Primary Highway Program
(Previous Program)

August 13, 1948
(Date of Approval)

COUNTY Curry

FA or FAS Route No. F.A. 2

	Item No.	Project No.	Termini	Project Cost: Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	16	F-124(3)	From Court House in Gold Beach to point 0.5 mile South	Survey-Plans					Gr., Dr., 4-lane high-type pavement
				Right-of-Way					
				Construction	$103,000	$60,000	$43,000		
				Total	$103,000	$60,000	$43,000	0.560	
Requested Revision	16	F-124(3)	From Court House in Gold Beach to point 0.36 mile South	Survey-Plans					Gr., Dr., 4-lane high-type pavement
				Right-of-Way					
				Construction	$103,000	$60,000	$43,000		
				Total	$103,000	$60,000	$43,000	0.37	

Program Balance subsequent to approval of this and previously recommended change is: $ 47,127.00

Reason for Change: Length of project reduced, due to difficulty of securing right of way at reasonable cost.
Wire advice requested by August 31st to permit authorizing of advertising.

Recommended for approval: F. M. DAVIS — District Engineer — 8/25/48 (date)

Recommended: Division Engineer — 8/25/48 (date)

Approval requested — Asst. State Highway Engr. — 8/24/48

Approved: Acting Commissioner — AUG 31 1948 (date)

Approved as recommended.
H. I. Hewes, Chief, Western Headquarters
By F.R. Bronickson
Principal Highway Engineer
AUG 27 1948

GG CP. R

RECEIVED
NOV - 1 1948
FOR FILING
F-124 (3)

3063

AGENDA
AUG 9 1948
5-A-3

adopt resolution covering condemnation of property by Jean Minnie Huntley & F. J., her husband - needed as refuse dump in Gold Beach.

authority requested to enter resolution in minutes of meeting held on June 29, 1948.

(Mr. Devers)

Resolution taken for copying in June minutes
eo - 8-12-48

5-A-3

RECEIVED
NOV - 3 1948
FOR FILING

F-124(3)

3063

November 1, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on October 27, 1948 on Contract No. 3063, Gold Beach Section in connection with Federal Aid Project No. F-124 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:md

RECEIVED
OCT 29 1948
FOR FILING

F-124(3)

2636

October 15, 1948

Memorandum to the State Highway Commission

Attached for your approval are three copies of an agreement with the city of Gold Beach which, in general, provides that the city is to acquire at its expense right of way for the reconstruction of the Oregon Coast Highway through the city and that the state is to move the buildings.

The reconstruction of the highway through Gold Beach has been held up for some time due to inability to negotiate with certain property owners. Largely through the efforts of Commissioner Chandler the attached agreement has been consummated.

The agreement has been signed by Gold Beach city officials, by W. C. Williams, Assistant State Highway Engineer, and J. M. Devers, Chief Counsel.

Secretary

FAQ:dr
Enc.

cc - Mr. Floyd Query

RECEIVED
OCT 14 1948
FOR FILING

3063

October 14, 1948

Snook Brothers
329 N. 18th Street
Corvallis, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3063, which was awarded to you on September 14, 1948 by the State Highway Commission, covering grading and paving on Gold Beach Section of the Oregon Coast Highway in Curry County. This copy is for your records and files.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
FOR FILING
FORM E-30 25M 12-47

124(-)

3063

802W

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1948

SUBJECT:

To: Mr. W. C. Williams,

Office.

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

With respect to the Gold Beach project there is opportunity for some very cooperative work between the house mover, the highway contractor and the highway employes, and there is likewise opportunity for a lot of friction, quarrels and dissension of various kinds and character.

I am glad to say that we are starting out with a complete plan of cooperation between the contractor and the house mover. There will be opportunities where the Legal Department and the Construction Department can cooperate with all parties concerned. I recommend that you instruct the engineers who will be on the ground in Gold Beach to render what information may be available and render such help as is consistent with their obligations to the State, to the end that we may get a good job with as little disturbance or friction as is possible.

I will be glad to discuss this matter with you personally at any time.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:PW

RECEIVED
1948
OFFICE OF
CONSTRUCTION ENGINEER

ASSIG[illegible]T No. 802

wca

DESCRIPTION: Memo from Devers Oct 8, opportunity for cooperation between house mover, highway contractor and highway em loyees.

DATE: October 13, 1948 **ASSIGNED TO:** H.G.Smith

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☑ ~~Investigation and~~ such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date ______

NOTED
W. C. WILLIAMS

☐ ______

REPORT RECEIVED: 10-18-48

REMARKS: Instructions issued to Dir. ~~and~~ Res. Eng'rs to Cooperate in all manners possible.

RECEIVED
OCT 1 194
FOR FILING

F-124 (3)

2063

Gold Beach, Oregon
September 16, 1948

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

In order that the record may be clear, I list below the items to be handled by the State of Oregon and by the undersigned, J. C. Leith, in connection with the re-arrangement of water mains and facilities due to reconstruction of the street in Gold Beach, Oregon:

1. The State to dig trenches and make backfills for all new water mains.
2. The State to salvage existing mains and backfill trenches.
3. Leith to furnish and lay new mains and to pickup old pipe after salvage.

Permission is hereby granted to the State Highway Commission to excavate materials from the property owned by me and used as an airport at Gold Beach. The area from which excavations are to be made is located immediately north of the airport buildings and consists of a ridge of dirt and sand which lies above the general level of the airport.

Very truly yours,

J. C. Leith

RECEIVED
OCT 28 1948
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

September 15, 1948

NOTED
C.H. ARMSTRONG

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

I am enclosing four copies of a standard form of encroachment resolution which was adopted by the City of Gold Beach on September 3, 1948. This is for Federal Aid Project No. F-124 (3), grading and paving project in that city.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C H Armstrong
C. H. Armstrong
Engineer, County and City Relations

NOTED
Harold C. Ayers

MG

Encl.

cc J. W. Nash

Tom

RECEIVED
SEP 15 1948
FOR FILING

OREGON DISTRICT F-124(3)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

September 10, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have your laboratory report No. 216780 covering pit run gravel specified for use as a base course on Oregon Project No. F-124(3), Gold Beach Section of the Oregon Coast Highway.

We note that the PI is 8 and the LL is 31. Although material with these characteristics is generally considered unsuitable for the use proposed, we will not object to its use in this instance as the percent passing the No. 40 sieve is shown as only 3.3% and provided suitable measures such as screening will be taken, if necessary, to hold the percent of adverse fines in the gravel to a low figure.

Very truly yours,

T. M. DAVIS
District Engineer.

copy to
smith

RECEIVED
SEP 13 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 10 1948
FOR FILING

F-124(3)

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

We have secured signed grade and encroachment resolutions from the City of Gold Beach, in connection with the grading and paving project in that city for which bids are to be called on September 14.

There are no other resolutions or agreements required, in so far as this Department is concerned, for the September 13 and 14 letting.

Very truly yours,

C H Armstrong
C. H. Armstrong
Engineer, County and City Relations

me

RECEIVED
SEP - 9 1948
FOR FILING

September 9, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

The laboratory report submitted herewith applies to the material specified for use in the construction of selected roadbed topping on the Gold Beach Project for which bids are to be received on September 14.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP/gs

Encl.

RECEIVED

FILING

File

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

F-124(3)

September 1, 1948

Mr. R. H. Baldcok
State Highway Engineer
Salem, Oregon

Probert
Please handle.

Dear Sir:

We note that the test report (Lab. No. 120251) of the specified source of selected topping for Oregon Project No. F-124(3), Gold Beach Section of the Oregon Coast Highway, transmitted with your letter of August 30, 1948, covers a test made more than 9 years ago and does not show the liquid limit and plasticity index nor the quantities passing the No. 40 and 200 sieves.

Inasmuch as this material is to serve as the base for an asphaltic concrete pavement, it is requested that we be furnished with copies of test reports covering these items prior to receipt of bids.

Very truly yours,

T. M. DAVIS
District Engineer

Test report requested was mailed to PRA on Sept. 2, 1948.

Copy to
Smith

RECEIVED
SEP 2 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC [illegible]
FOR FILING

OREGON DISTRICT
F-124(3)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

September 14, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project F-124(3), Gold Beach Section of the Oregon Coast Highway, to Snook Bros., Corvallis, Oregon, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
[illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

Jm

RECEIVED
[illegible]
FOR FILING

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

F-124 (3)

August 26, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The revised sketch map for Oregon FAP No. 124, Euchre Creek-Gold Beach Section of the Oregon Coast Highway, has been approved today.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

RECEIVED
AUG 30 1948
OREGON
STATE HIGHWAY COMMISSION

Jm

RECEIVED
DEC 21 1948
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

F-124(3)

August 26, 1948.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. F-124(3), Gold Beach Section of the Oregon Coast Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all right-of-way or rights-of-entry have been obtained and until the program change reducing the project length has been approved, and also approval of the revised route report documents.

The usual copies of the resolution by the City Council of Gold Beach regarding encroachments, etc. should be submitted before requesting preparation of the project agreement.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
AUG [illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 28 1948
FOR FILING

3063
8-005
F-124(2)

August 23, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are sending under separate cover six blueprint copies of revised project statement map for the Euchre Creek-Gold Beach Section, Project No. FA-124 (Revised).

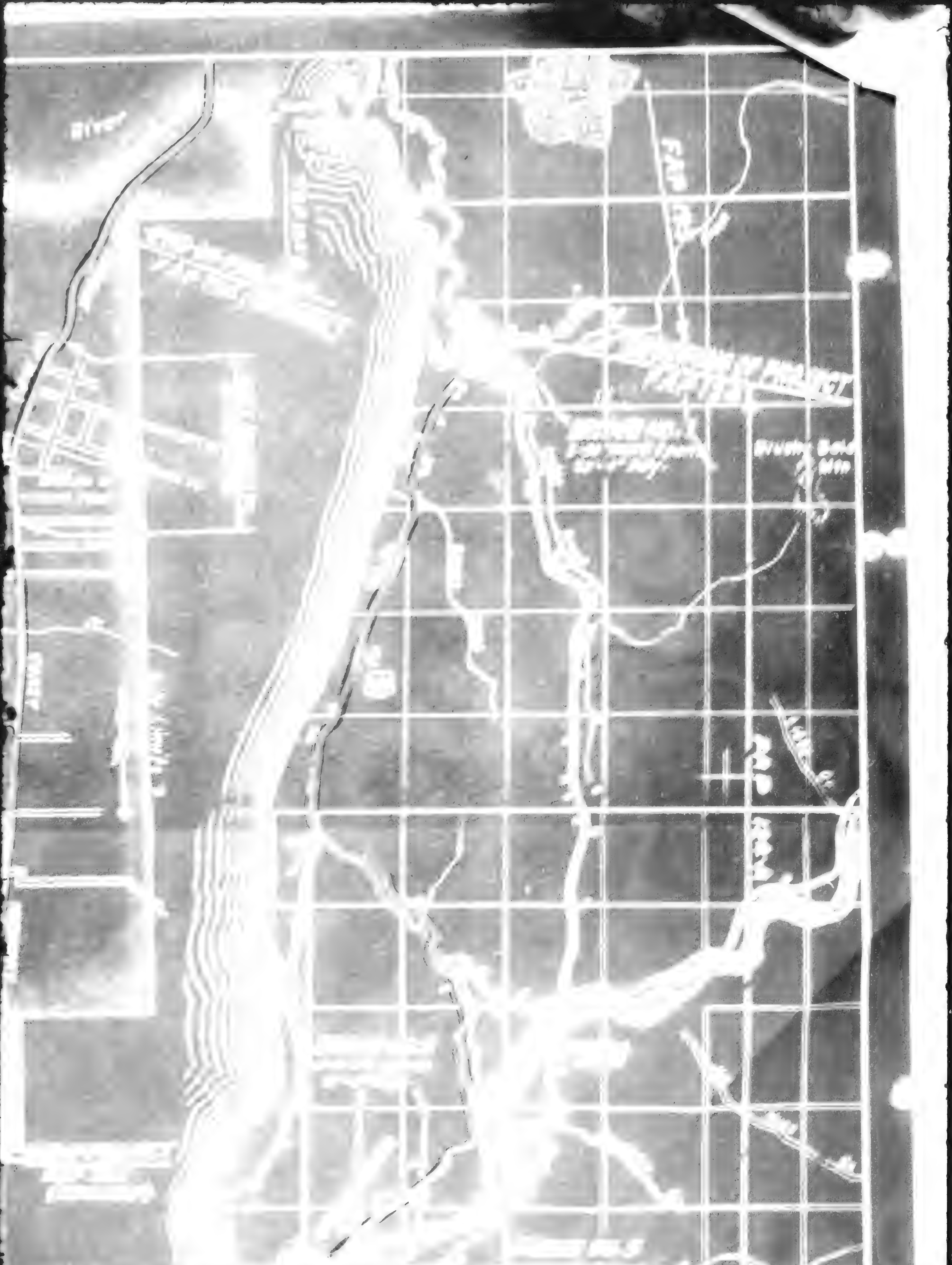
Very truly yours,

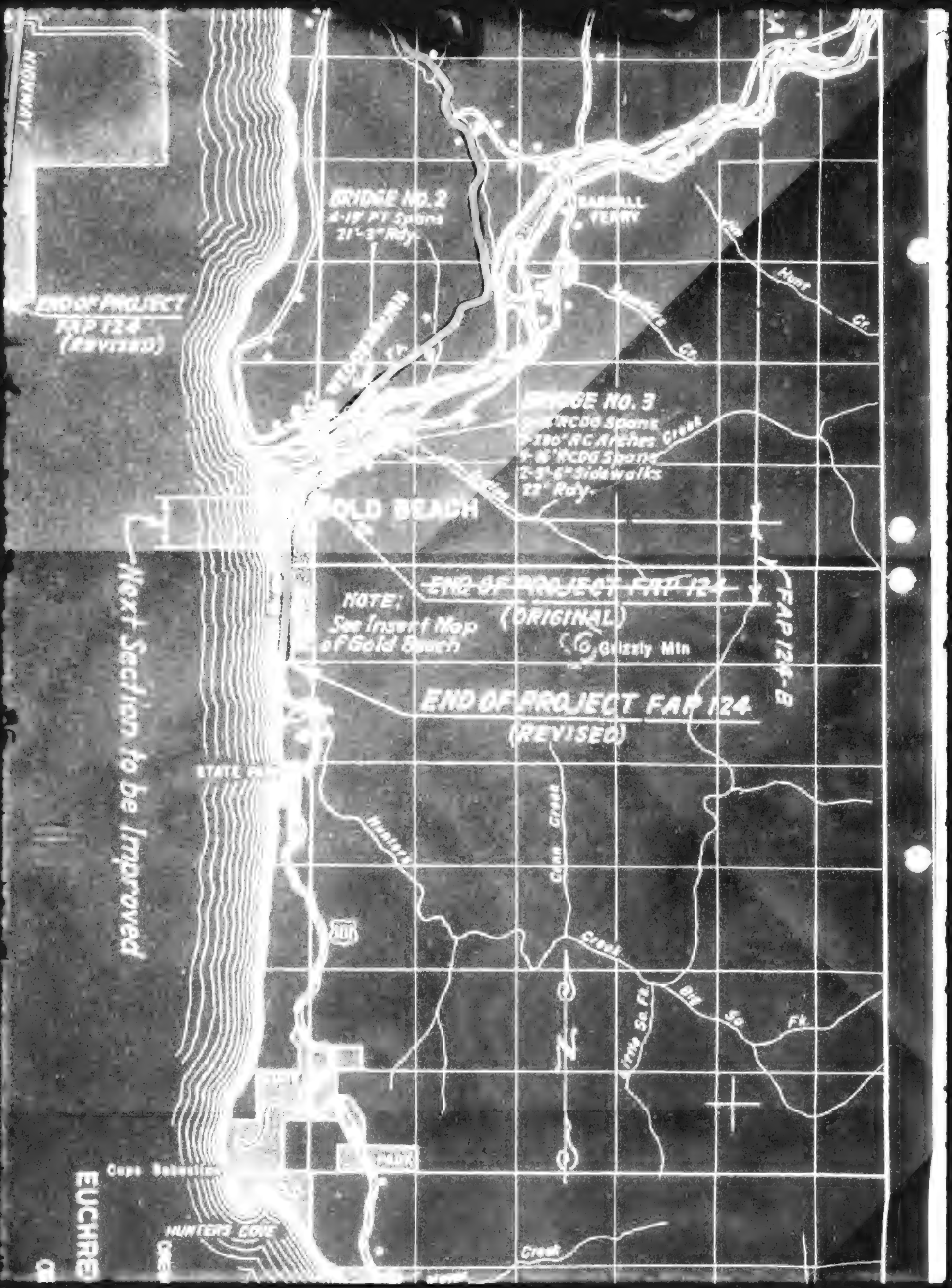
R. H. Baldock
State Highway Engineer

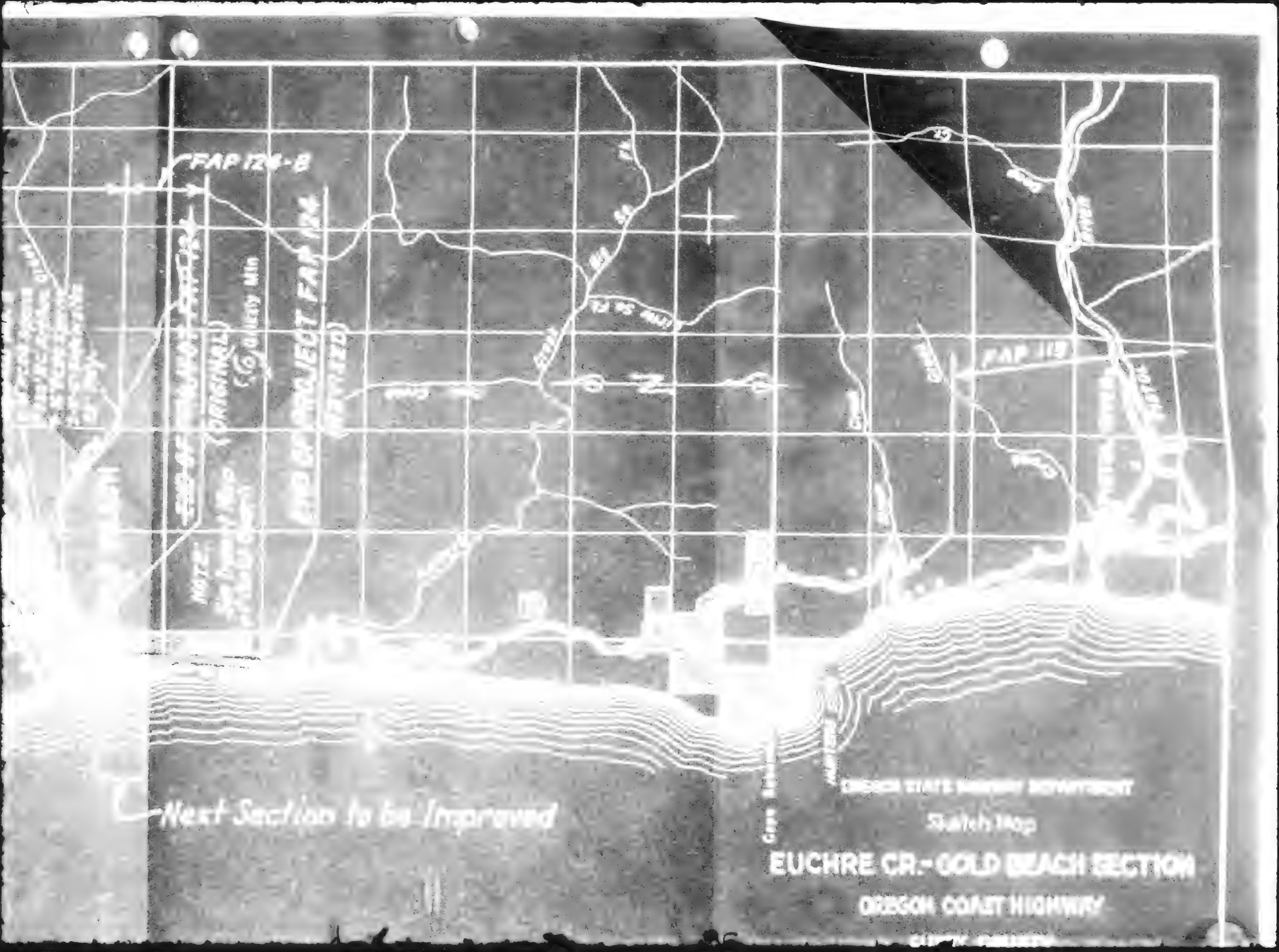
By

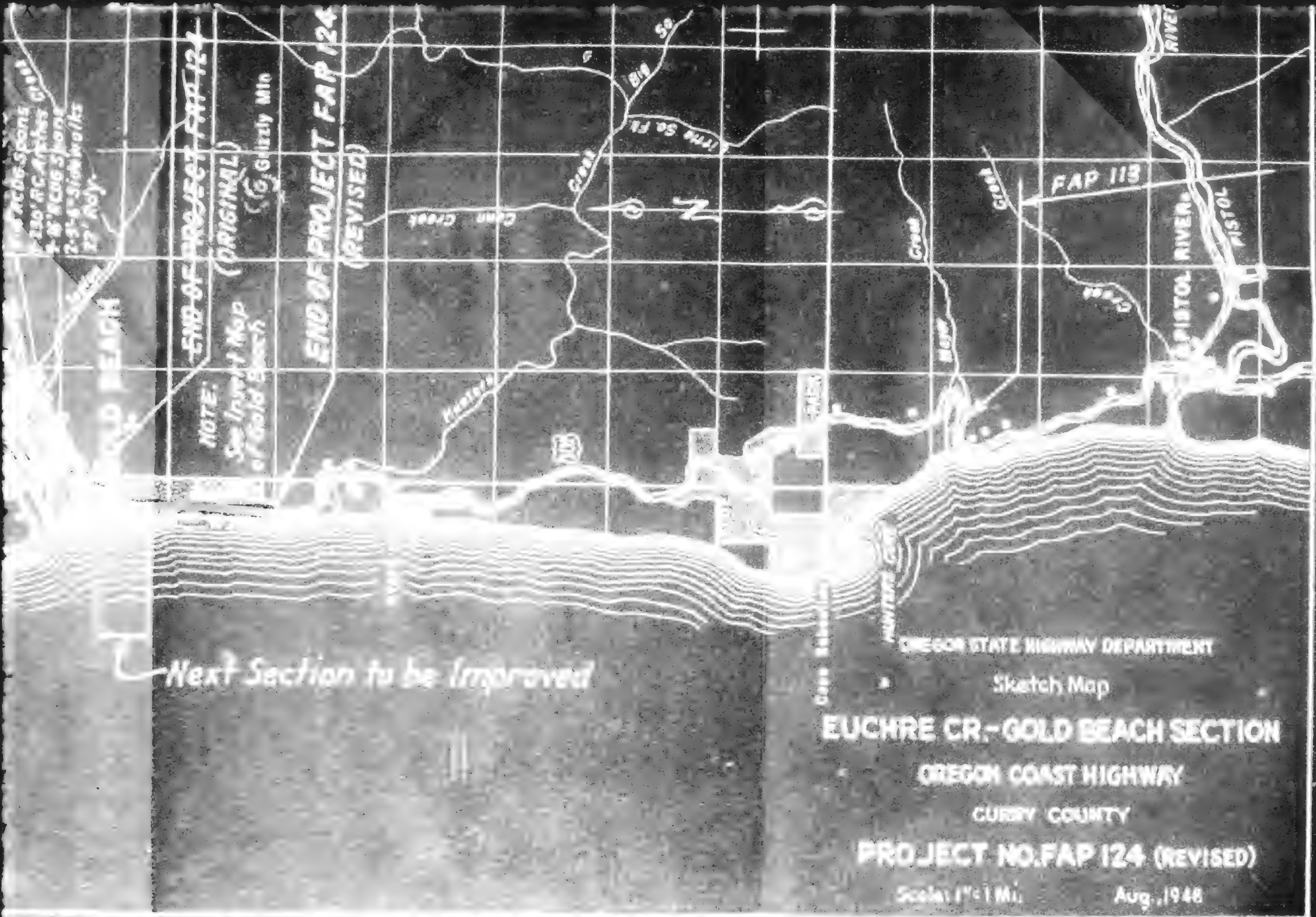
W. C. Williams
Assistant State Highway Engineer

JWN:ND


River

HIGHWAY
END OF PROJECT
FAP 124
(REVISED)
BRIDGE NO. 2
4-15' PT Spans
21'-3" Rdy.
FERRY
Hunt
Cr.
Cr.
BRIDGE NO. 3
RCDG Spans
230' RC Arches
RCDG Spans
2-5'-6" Sidewalks
27' Rdy.
Creek
GOLD BEACH
END OF PROJECT FAP 124
(ORIGINAL)
FAP 124-B
NOTE:
See Insert Map
of Gold Beach
Grizzly Mtn
END OF PROJECT FAP 124
(REVISED)
Next Section to be Improved
STATE PARK
Clear Creek
101
Creek
Big
So.
Fk.
Little So. Fk.
N
PARK
Cape Sebastian
HUNTERS COVE
EUCHRE
Creek


FAP 124-B
END OF PROJECT FAP 124
(ORIGINAL)
Grizzly Mtn
END OF PROJECT FAP 124
(REVISED)
NOTE:
FAP 119
Pistol
Cape Sebastian
Next Section to be Improved
OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
EUCHRE CR.-GOLD BEACH SECTION
OREGON COAST HIGHWAY
CURRY COUNTY



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

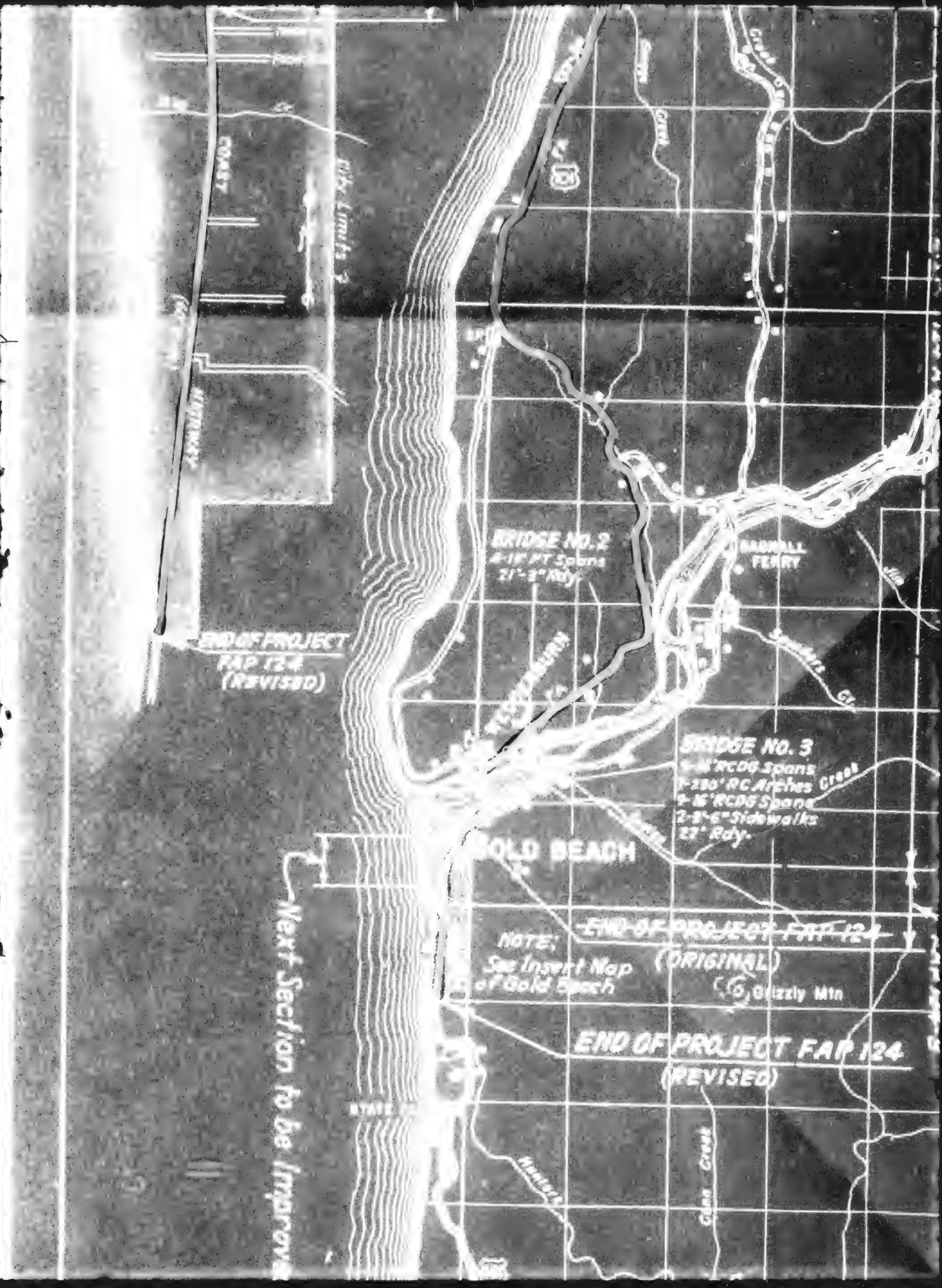
EUCHRE CR.-GOLD BEACH SECTION

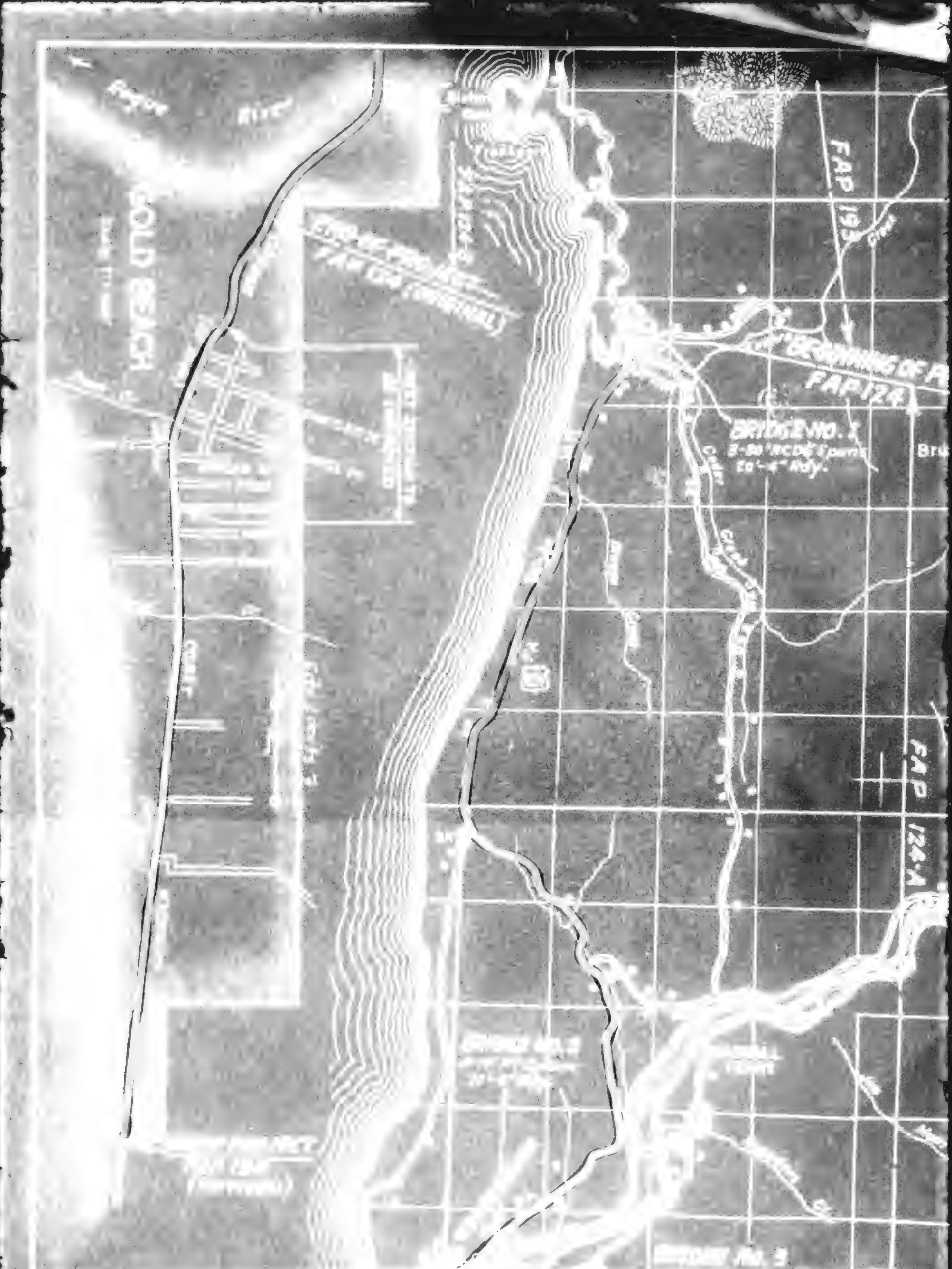
OREGON COAST HIGHWAY

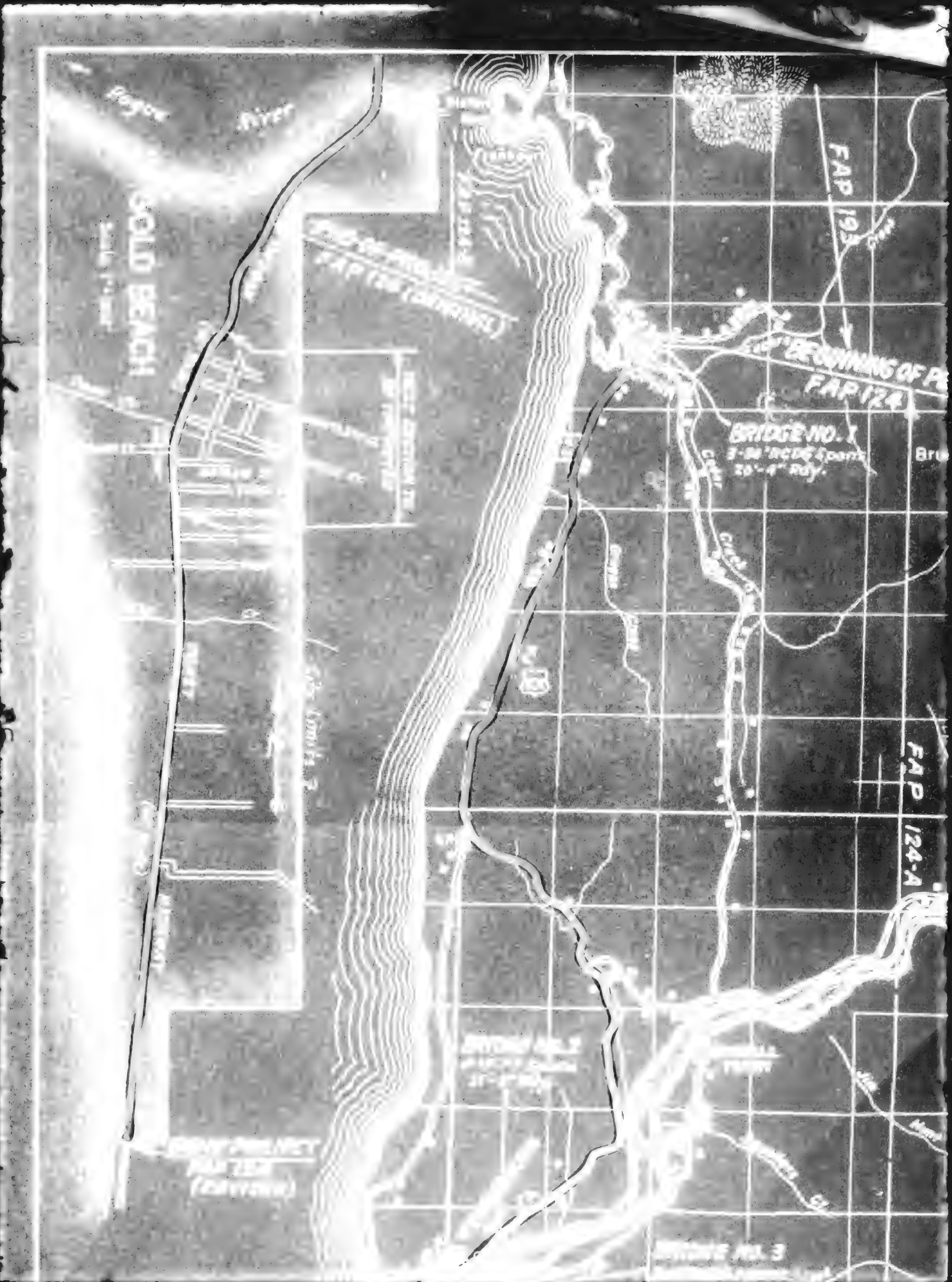
CURRY COUNTY

PROJECT NO. FAP 124 (REVISED)

Scale: 1"=1 Mi. Aug., 1948

City Limits
COAST
101
BRIDGE NO. 2
PT Spans
21'-3" Rdy.
FERRY
BRIDGE NO. 3
RCDG Spans
1-230' RC Arches
9-16' RCDG Spans
2-3'-6" Sidewalks
27' Rdy.
Creek
GOLD BEACH
END OF PROJECT FAP 124 (REVISED)
END OF PROJECT FAP 124 (ORIGINAL)
NOTE: See Insert Map of Gold Beach
Grizzly Mtn
END OF PROJECT FAP 124 (REVISED)
Next Section to be Improved


Rogue River
GOLD BEACH
FAP 193
BEGINNING OF P
FAP 124
BRIDGE NO. 1
3-80' RCDG Spans
26'-4" Rdy.
Bru
FAP 124-A
Bridge No. 3


Rogue River
GOLD BEACH
FAP 124 (ORIGINAL)
FAP 193
BEGINNING OF P
FAP 124
BRIDGE NO. 1
3-50' RCDE Spans
20'-4" Rdy.
Bru
FAP 124-A
BRIDGE NO. 2
BRIDGE NO. 3

RECEIVED
NOV - 1 1948
FOR FILING

AGENDA
UG 9 1948

2,d

FORM E-123X 10M 11-47

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

F-124(3).

August 4, 1948

Mr. T. H. Banfield, Chairman,
State Highway Commission,
P. O. Box 450,
Portland 7, Oregon.

Mr. A. W. Schaupp,
State Highway Commissioner,
207 Willits Building,
Klamath Falls, Oregon.

Mr. Ben R. Chandler,
State Highway Commissioner,
101 North Broadway,
Coos Bay, Oregon.

Gentlemen:

Yesterday I wrote you advising that the matter of rights of way in Gold Beach has progressed to the point where you may call for bids to be received at the September meeting, but I believe I failed to make clear that the rights of way have only been taken care of north of Second Street and practically opposite the Sunset Inn.

I have been unable to deal with Mr. Creek, whose property is south of Second Street, so in my letter of yesterday I intended to report only with respect to rights of way north of Second Street.

Yours very truly,

J. M. DEVERS

JMD:FW

cc H. B. Glaisyer
R. H. Baldock

C.C.R.
~~R.C.~~

6-8302 Endicott Creek-Mystic Creek 1948
Rock Prod., Coos Bay-Roseburg Hwy.
#3064

RECEIVED
FEB 9 1950
FOR FILING

6-8302

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1132	3064	7-final	Oscar E. Joelson	1,172.63	368120	
2.							

3. Completed Oct. 10, 1949
4.
Accepted Feb. 6, 1950
5.
Time Extensions ~~None~~ Extended to Oct. 10, 1949 without penalty
6.
Claims None Outstanding
7.
8. Remarks:
9. OK & release warrants immediately
10.
11.
12.

ACCOUNTING DIVISION

By
Bookkeeping Dept.

Approved
Secretary

Warrant mailed

RECEIVED
JAN 18 1950
FOR FILING

6-8302
3064

January 13, 1950

A. B. Daly & Co.
824 North Front Street
Coos Bay, Oregon

Gentlemen:

We acknowledge with thanks your letter of January 12 advising that your claim against Oscar E. Joelson in connection with his Contract 3064 has been paid and that you no longer have a claim against this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

J Mc Lewis

1-13-50 gl

NOTED
H. B GLAISYER

DALY

A · B · DALY & CO.
Industrial Supplies

P. O. BOX 240
824 N. FRONT STREET
COOS BAY · OREGON

January 12, 1950

3064

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary.

Gentlemen:

We have your letter of January 10, 1950, concerning payment to Oscar E. Joelson on Contract No. 3064. We are pleased to state that Mr. Joelson has paid his bill here and we no longer have a claim against this contract.

Thanking you for your interest in this matter, we are

very truly yours,

A. B. DALY & CO.

H. Vaughan Jr

Harvey Vaughan, Jr.

RECEIVED
JAN 13 1950
OREGON
STATE HIGHWAY CO [illegible]

1-13-50 g.e.

RECEIVED
JAN 18 1950
FOR FILING

6-8302

3064

Mrs Lewis

January 13, 1950

Wells, Reed & Hutchings
412 Failing Building
Portland 4, Oregon

NOTED
H. B. GLAISYER

Gentlemen:

We have today received a letter from A. B. Daly and Company dated January 12 in connection with Oscar E. Joelson's Contract 3064. They write as follows:

> * * * We are pleased to state that Mr. Joelson has paid his bill here and we no longer have a claim against this contract. * * *

This apparently is the claim filed with our office on December 27 in the amount of $1,010.37 of which ~~we~~ you were advised on December 28.

This information is provided as the Great American Indemnity Company appears as surety on the bond executed in connection with Contract 3064.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md

cc - Great American Indemnity Company
1 Liberty Street
New York 5, New York

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Mr. M. H. [illegible]

NOTED ON CARD

1-13-50 gp

RECEIVED
JAN 11 1950
FOR FILING

6-8302

3064

January 10, 1950

Great American Indemnity Co.
Wells, Reed & Hutchings, Agent
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3064, for rock production on the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties, has been completed by the contractor, Oscar K. Joelson, and that final payment in the amount of $1,172.63 will be made after acceptance by the Commission, providing outstanding claim has been satisfied and this office advised.

There is a claim filed against this project by A. B. Daly & Co., of which you have been previously notified, amounting to $1010.37.

For your information we wish to advise that the total contract amount is $52,599.98, and that no force account work was performed on the project. This contract was completed October 10, 1949 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as you appear as surety for the contractor on this job. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Oscar K. Joelson

Mr. M. H. Hawke

NOTED ON CARD

1-10-50 gl

RECEIVED
JAN 11 1950
FOR FILING

68322
3064

January 10, 1949

A. B. Daly & Co.
824 N. Front St.
Coos Bay, Oregon

Gentlemen:

This is to notifiy you of the intention of the State Highway Commission to make final payment to Oscar E. Joelson on contract No. 3064, for rock production on the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties, after acceptance of the job by the Commission.

Your claim against this contract is noted. Will you please advise us immediately as to whether or not this claim has been satisfied so that we can release final payment to the contractor at the earliest possible date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

ON CARD
1-10-50, gl

RECEIVED
JAN - 9 1950
FOR FILING

6-8302

3064

January 6, 1950

Mr. Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 19, 1949, had under discussion your request for an extension of time of 56 days, from August 15 to October 10, 1949, within which to complete your contract No. 3064 for rock production on the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Respectfully yours

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG:gl

cc: K. D. Lytle,
Division Engineer

H. G. Smith

NOTED ON CARD
1-6-50

RECEIVED
JAN - 4 1950
FOR FILING

3064

Mr Lewis

December 28, 1949

Wells, Reed & Hutchings
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have today received a letter from A. B. Daly and Company, 824 North Front Street, Coos Bay, Oregon, advising that Mr. Oscar E. Joelson is indebted to them to the extent of $1,010.37. They state the job on which the bill was incurred is a rock production job in Coos and Douglas counties. This appears to be our Contract No. 3064 with Mr. Joelson for rock production on the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties.

This information is provided as the Great American Indemnity Company provided the bond furnished in connection with Contract 3064.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Great American Indemnity Company
1 Liberty Street
New York 5, New York

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

NOTED ON CARD

12-28-49, gR

RECEIVED
JAN - 4 1950
FOR FILING

3064

Files

December 27, 1949

A. B. Daly & Company
824 North Front Street
Coos Bay, Oregon

Gentlemen:

We have your letter of December 23rd inquiring as to the status of Oscar E. Joelson's rock production contract in Coos and Douglas counties and also advising that he owes you $1,010.37.

This contract was completed on October 10, 1949, but to date has not been accepted by the Commission and final payment has not been made.

We will record your claim and advise the surety and the contractor of its receipt.

As you may know, each contractor, upon being awarded a job, is required to provide a bond covering completion of the job and payment of bills incurred by the job. The bonding company under this contract, which appears to be our No. 3064 with Oscar E. Joelson for rock production on the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas counties, is the Great American Indemnity Company whose agent is Wells, Reed and Hutchings, 412 Failing Building, Portland 4.

If you feel that it is necessary to protect your claim for a period longer than six months after the job is completed and accepted by the Commission it is suggested that your claim be filed with the Secretary of State. For your convenience in preparing such a filing we are enclosing an excerpt from the Oregon Law outling the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED ON CARD

12-27-49, gK

A · B · DALY & CO.
Industrial Supplies

P. O. BOX 240
824 N. FRONT STREET
COOS BAY · OREGON

December 23, 1949

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary.

Gentlemen:

We refer to Oscar E. Joelson, contractor of Eugene, Oregon, who recently completed a rock production job in Coos-Douglas Counties.

This man is indebted to us to the extent of $1010.37, and we are wondering if he has received his final settlement from the Highway Commission.

Any information you could give us would be very much appreciated.

Very truly yours,

A. B. DALY & CO.

H Vaughan Jr

Harvey Vaughan, Jr.

REFERRED TO Query BY SECRETARY
prepare reply

12-27-49, g R

RECEIVED
NOV 18 1949
FOR FILING

6-8302

3064

November 16, 1949

Request for extension of time
No. 2
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Oscar Jackson for an extension of time on Contract No. 3064, Endicott Creek-Myrtle Creek Rock Production Project, from August 15, 1949 to October 19, 1949.

The contractor was required to crush extra materials. The State was not handicapped by the delay, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
OCT 31 1949
FOR FILING

6-8302

3064

October 28,1949

Great American Indemnity Company
Wells, Reed & Hutchings, Agent
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Oscar E. Joelson, on contract No. 3064, covering rock production on the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos & Douglas County. This payment, in the amount of $6,911.56, will be made on or after November 7, 1949. The retained percentage is $1,590.54.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

10/25

Form E-1—5M—11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 1949

Section Endicott Creek--Mystic Creek

Kind of work Rock Production

Highway Coos Bay--Roseburg

Section prefix 6-8302

Contractor Oscar E. Joelson

Contract number 3064

Date of contract September 14, 1948

Date of completion June 15, 1949

Date work started March 1, 1949

Estimated date of completion ...., 19....

Amount of contract $53,105.00

Per cent of time elapsed Overrun %

Estimated cost of completed project, exclusive of engineering $53,105.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 1,924.50, 3.8 %

Date project was completed October 10, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate was submitted to the division office Tuesday 18th.

NOTED
[illegible]

NOTED
H. W. LIBBY

RECEIVED
OCT 24 1949
OFFICE OF
CONSTRUCTION ENGINEER

Signed R. D. Asbury

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			12,315 CY		
Estimated quantities moved or placed to date			12,315 CY		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 36780

RECEIVED
AUG 15 1949
FOR FILING

6-8302

3064

August 12, 1949

Mr. Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting on August 1, 1949, had under discussion your request for an extension of time of 61 days, from June 15 to August 15, 1949, within which to complete your contract No. 3064 for rock production on the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

H. G. Smith

NOTED ON CARD
8-12-49 g

RECEIVED
JUL
FOR FILING

6-8302

3164

July 14, 1949

Request for Extension of Time
No. 4
August 1 & 2 Meeting

Oregon State Highway Commission

Gentlemen:

Herewith copy of a request from Oscar E. Joelson, contractor, for an extension of time on Contract No. 3164, Endicott Creek-Mystic Creek Rock Production Project on the Coos Bay-Roseburg Highway, from June 15, 1949 to August 15, 1949.

The contractor's equipment was tied up in a quarry on the Diamond Lake Road because of snow, and also he was required to haul over six miles of county road which were not suitable to handle heavy loads until May 1 of this year.

There has been no increase in engineering costs nor has lack of material caused any serious inconvenience, and I would therefore recommend this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc: W. C. Williams
H. G. Smith

RHB:er

RECEIVED
[illegible]
FOR FILING

2-83020

3764

June 24, 1949

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Mr. Joelson:

There has been handed to me by our Auditor, Mr. Carl Smith, two executed copies of your assignment to the First National Bank of Eugene, of the proceeds of estimate No. 2, State Highway Contract No. 3764, for stock-piling materials for the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway, the amount of which is $11,201.49. These assignments bear the approval of the Great American Indemnity Company, which meets the requirements of the State Highway Commission.

I am retaining the original of this assignment for the Highway Commission's records, and I am returning the other one to you for further disposal, as we do not need it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HGC:tw
Enc.

cc - First Nat'l. Bank of Eugene
Eugene, Oregon

M. E. Haake (Att: Carl F. Smith)
F. A. Query

RECEIVED
OCT 6 1948
FOR FILING

3064

October 5, 1948

Mr. Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3064, which was awarded to you on September 14, 1948 by the State Highway Commission, covering the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties. This copy if for your records and files.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
SEP 15 1948
FOR FILING

September 15, 1948

Mr. Oscar E. Joelson
1743 Washington
Eugene, Oregon

Dear Mr. Joelson:

The State Highway Commission on September 14, 1948, awarded you the contract for the Endicott Creek-Mystic Creek Rock Production Project on the Coos Bay-Roseburg Highway, in Coos and Douglas Counties. This award was based on your low bid of $53,105.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
cc: S. H. Probert

IR-3306 Keno-Midland Rock Prod. on
three state highways.

#3065 1978

RECEIVED
AUG 30 1949
FOR FILING

FILED R. H. Baldock
State Highway Engineer

August 22nd, 1949

FINAL COST ANALYSIS
Rock Production
Keno-Midland Section
Green Springs, Dalles-California and Lower Klamath Lake Highways
F. L. Somers, Contractor
P. P. Whitmore, Resident Engineer

Contract #3065
Prefix 18-8306

18-8306

3065

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-½" Cr. Rock in Stockpile	7,035.8	Cu. Yd.	$3.30	$3.25	$23,216.06	$22,866.35
½"-¼" Cr. Rock in Stockpile	4,798.2	" "	3.30	3.25	15,832.63	15,594.15
¼"-0" Cr. Rock in Stockpile	2,958.5	" "	3.30	2.50	9,762.17	7,396.25
Haul Adjustment in Favor of State	-2,155.11	Yd. Mi.		0.10	———	- 215.51
					$48,810.86	$45,641.24

Total Cost	$48,810.86
Gross Revenue	45,641.24
Net Loss	$3,169.62

Net Loss Equals 6.9% of Gross Revenue

Keno-Midland

Detail of Cost

Labor:		
Labor & Supervision	$15,964.19	
Payroll Insurance	1,455.13	
		$17,419.32
Equipment Rental & Miscellaneous Expense:		
Equipment Rental, Owned	$12,949.00	
Equipment Rental, Hired	1,536.00	
Hired Trucks, Fully-operated	6,395.64	
Gas, Oil & Grease	5,312.33	
Explosives	1,306.11	
Drill Steel	568.18	
Lumber	422.04	
Small Tools & Misc. Supplies	1,007.96	
Bond	325.50	
P.L. & P.D. Insurance	199.55	
Home Office & General Overhead	1,369.23	
		31,391.54
Total Cost		$48,810.86

Keno-Midland

Breakdown of Costs

	Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$6,236.50	14,792.5	Cu. Yd.	$0.422
Drill & Shoot	4,872.16	"	" "	0.329
Load & Haul to Crusher	7,879.57	"	" "	0.533
Crush	12,208.64	"	" "	0.825
Haul to Stockpile (Av. Haul 9.9 Mi.)	16,164.34	"	" "	1.093
Stockpile	1,449.62	"	" "	0.098
	$48,810.86	14,792.5	Cu. Yd.	$3.30

Keno-Midland

Remarks:

This was a "State Project". The contract, calling for furnishing 14,000 cu. yd. of crushed rock in stockpile, was bid and awarded September 14, 1948.

In November of 1948 the contractor moved some equipment to the state-controlled quarry 2.04 miles northerly of M.P. 58.06 on the Green Springs Highway. Setting up of the crushing plant was done intermittently from November of 1948 to March of 1949.

The crushing plant as first set up consisted of a 3' x 12' feeder, 24" x 36" jaw crusher, 36" gyrasphere crusher, 4' x 10' single-deck scalping screen, 4' x 12' triple-deck separating screen, 40 cu. yd. steel rock bunker, reject bunker, conveyors and electric motors as required. Crushing operations started March 25, 1949. After a few days of operation the contractor added another secondary crusher to the plant in an effort to increase production. Crushing operations were completed May 24, 1949, with an average production of 32.5 cu. yd. per hour. Many mechanical breakdowns and slow quarry operations accounted for the poor production.

This was a fair quarry, with the rock breaking to satisfactory size for crushing. A 315 cu. ft. compressor and wagon drill were used for drilling downholes and lifters. Some trouble was encountered in drilling and shooting from dirt seams and wet holes. The contractor had only a small amount of rock shot before crushing operations started and at several times during crushing operations there was not enough rock shot to keep the plant in full production.

The rock was loaded with a 1½ cu. yd. shovel and hauled to the crusher with two 5 cu. yd. pit trucks. Haul to stockpile was done with four company trucks and four hired trucks.

The contractor had only fair equipment and supervision. A high setup cost and poor production made this job show a loss. The bid price was 11% below the engineer's estimate.

E. H. Clymer
Cost Analyst

By . . C. G. Swenson

August 22nd, 1949

RECEIVED
AUG 16 1949
FOR FILING

18-8306

3065

Files

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 15, 1949

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	11800	3065	5-final	D. L. Somers	1,378.01	354704	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

This has been accepted and there is no record of any time extension.

asw

ACCOUNTING DIVISION

By ______
Bookkeeping Dept.

NOTED ON CARD
8-15-49

Approved H B Glaisyer
Secretary

RECEIVED
JUL 13 1949
FOR FILING

18-8306

3065

July 12, 1949

American Surety Co.of New York
David A. Lewis, Asst.Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

Please be advised that State Highway Contract No.3065, for rock production on the Keno-Midland Section of Lower Klamath Lake, The Dalles-California and Green Springs Highways in Klamath County, has been completed by the contractor, F. L. Somers, and that final payment in the amount of $1,378.01 will be made on or after July 22, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $45,641.24, and that no force account work was performed on the project. This contract was completed on May 24 and accepted by the Commission on June 28, 1949.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

[redacted]

Secretary

gl

NOTED ON CARD

7-12-49 gc

RECEIVED
JUN [illegible]
FOR FILING

12-8306

3065

June 29, 1949

American Surety Company
David A. Lewis, Asst.Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to F. L. Somers, on contract No. 3065, covering rock production on the Keno-Midland Section of Lower Klamath Lake, The Dalles-California and Green Springs Highways in Klamath County. This payment, in the amount of $1,688.60, will be made on or after July 9, 1949. The retained percentage is $1,368.97.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: American Surety Co.of New York
100 Broadway
New York 5, N. Y.

NOTED ON CARD

6-29-49 gl

Form E-1—5M—6-44

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 28, 1949

Section Keno - Midland

Kind of work Rock Production

Highway Three State Highways

Section prefix 18-8306

Contractor F L Somers

Contract number 3065

Date of contract Sept 14, 1949

Date of completion July 1, 1949

Date work started March 1, 1949

Estimated date of completion May 31, 1949

Amount of contract $ 43400

Per cent of time elapsed 88 %

Estimated cost of completed project, exclusive of engineering $ 45900

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 2050., 4.5 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor operated plant Monday and Tuesday two shifts a day and completed rock production.

Engineers remeasuring piles Tuesday and Wednesday, and computing quantities.

NOTED
E. C. SMITH

P P Whitmore

Signed P.P.Whitmore,Res.Engr.

Address Box 1090 Klamath Falls, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities		14000			
Estimated quantities moved or placed to date		14000			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		2			
Hours per shift		8			
Average force on project for week		30			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	20					1	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	7						
Men and tractors							
shovel opr	2						

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			Fair all week
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 21 1949
OFFICE OF
CONSTRUCTION ENGINEER

STATE PRINTING DEPT.

Form E-1—3M—1-46

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 21, 1949

Section Keno- Midland

Kind of work Rock Production

Highway Three State Highways

Section prefix 18-8306

Contractor F L Somers

Contract number 3065

Date of contract Sept 14, 1948

Date of completion July 1, 1949

Date work started March 1, 1949

Estimated date of completion May 31, 1949

Amount of contract $43400.

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering $45900.

Per cent of contract completed, based on total contract price 89 %

Engineering cost to date $1825., 4 %

Date project was completed 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor operating plant two - 8 hr shifts per day - five trucks on the road, two in the pit, shovel and wagon drill in the pit.

Down short periods intermittently, for showers, or for repairs.

Engineers remeasured piles, inspected and sampled materials.

NOTED
H. W. LIBBY

NOTED
H. G. SMITH

P P Whitmore

Signed P.P.Whitmore, Res. Engr.

Address Box 1090 Klamath Falls, Ore.

NOTED
E. [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			14000		
Estimated quantities moved or placed to date			13500		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			30		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	17						
Men and teams						1	
Men and trucks under 3 tons							
Men and trucks over 3 tons	7						
Men and tractors drillers	3						
shovel opr	2						

Equipment used during week: Shovels ...1..., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...1...

Compressors ...1..., Bulldozers ...., Sheep-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	Lite Showers		
Thursday "	"		
Friday "	"		
Saturday "	"		

RECEIVED
MAY 29 1940
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
OCT 6 1948
FOR FILING

3065

October 5, 1948

Mr. F. L. Somers
1111 Walnut St.
Klamath Falls
Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3065, which was awarded to you on September 14, 1948 by the State Highway Commission, covering the Keno-Midland Section of the Lower Klamath Lake, The Dalles-California and Green Springs Highways in Klamath County. This copy is for your records and files.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gi
encl. 1

RECEIVED
SEP 15 1948
FOR FILING

September 15, 1948

Mr. Floyd L. Somers
1111 Walnut Street
Klamath Falls, Ore.

Dear Mr. Somers:

The State Highway Commission on September 14, 1948, awarded you the contract for the Keno-Midland Rock Production Project on three state highways, in Klamath County. This award was based on your low bid of $43,400 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

ss

cc: S. H. Probert

S-241(2) Fremont Jct.-Drake Cr. Sec., 1948
Warner Secon. Hwy.
#3066

RECEIVED
DEC 8 1949
FOR FILING

8-241(2)
795-241(3)
3066

Files

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

December 7, 1949

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	20214	3066	5-final	D. F. McKenzie	2,920.35	363907	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

This has been accepted. No record of time extension.

aaw

NOTED ON CARD
12-7-49 g

ACCOUNTING DIVISION

By
Bookkeeping Dept.

Approved HBGlaisyer
Secretary

RECEIVED
NOV 10 1949
FOR FILING

8-241 (2)
713-41 (3)
3066

November 10, 1949

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Wash.

Gentlemen:

Please be advised that State Highway Contract No. 3066 for oiling on the Fremont Junction-Drake Creek Section of the Warner Secondary Highway in Lake County, has been completed by the contractor, D. F. McKenzie, and that final payment in the amount of $2,920.35 will be made on or after November 21, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $97,345.14, and that no force account work was performed on the project. This contract was completed on September 3 and accepted by the Commission on September 21, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The L. H. Hagen Agency
Beaver Bldg.
Oregon City, Oregon

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
11-18-49 g

RECEIVED
OCT 5 1949
FOR FILING

S 241 (3)
FAS 241 (3)
3066

October 4, 1949

United Pacific Insurance Co.
Fidelity and Surety Dept
Seattle 14, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to D.F. McKenzie, on contract No. 3066 covering oiling on the Fremont Jct.-Drake Creek Section of the Warner Secondary Highway in Lake County. This payment, in the amount of $777.32 will be made on or after October 14, 1949. The retained percentage is $2,920.35.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FM

cc - United Pacific Insurance Co.
The L.H. Magee Agency
Beaver Bldg.
Oregon City, Oregon

NOTED ON CARD
10-4-49 gl

RECEIVED
SEP 26 1949
FOR FILING

D-241(2) 9AS241(3)

3066

September 23, 1949

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

You are advised of the intention of the State Highway Commission to release to D. F. McKenzie a portion of the funds that heretofore have been retained by the Commission. in connection with contract No. 3066 for oiling on the Fremont Junction-Drake Creek Section of the Warner Secondary Highway in Lake County. This payment, which is in the amount of $65,572.66, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,[illegible]6.31. The present payment to the contractor will be made on or after October 3, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

The L. H. Hagen Agency

NOTED ON CARD
9-23-49 gl

RECEIVED
SEP 14 1949
FOR FILING

-241 [illegible] (1)

3066

File

September 12, 1949

Mr. T. R. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on September 3, 1949 on Contract No. 3066, Fremont Junction-Braine Creek Section, in connection with Federal Aid Project No. S-241 (2), FAS-241 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/gs

cc to John Cottrell

Form E-1—5M—1-46

8-241 (2)
241 (3)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 3, 1949

Section Fremont Junction - Drakes Creek.
Highway Warner Secondary.
Contractor D.F. McKenzie
Date of contract Sept. 14, 1948
Date work started June 30, 1949
Amount of contract $ 89,033.50
Kind of work Oiling
Section prefix 119-1011
Contract number 3066
Date of completion Sept. 30, 1949
Estimated date of completion Sept. 30 1949
Per cent of time elapsed 92.2 %
Estimated cost of completed project, exclusive of engineering $ 92,594.84
Per cent of contract completed, based on total contract price 99 %
Engineering cost to date $ 4737.11, 88.7 %
Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Survey party worked three days on this project this week on oiling job.

Contractor finished laying final seal on Thursday. One man worked Friday and Saturday running broom.

Inter City Sand and Gravel Co., Inc, finished crushing maintenance rock on Saturday.

The finished oil will be broomed untill Tuesday.

Mr. Baldock, Mr. Williams, and Mr. Chandler were over the job on Thursday.

Signed J. Sawyer
Address Lakeview, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				21.19	
Miles partially completed				21.19	
Miles completed				21.19	
Total estimated quantities			6,350		
Estimated quantities moved or placed to date			6,350		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			10		
Average force on project for week			25		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	23					2	25
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	7						
Men and tractors							

Equipment used during week: Shovels .....1....., Power graders .....2....., Rollers ...., Mixers ...., Crushing or screening plants ...1...

Compressors .....1....., Bulldozers .....2....., Sheep-foot rollers ...., Loader .....1....., Tenders. .....3....., Broom. ....1....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair	-	
Monday	"	10	Distributor broke down.
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
SEP 7 - 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 9 1949
FOR FILING

S-241 (2)
FAS 241 (3)
3066

June 8, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on June 3, 1949 on Contract No. 3066, Fremont Junction-Drake Creek Section in connection with Federal Aid Project No. S-241 (2), FAS-241 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

DBP:md

RECEIVED
OCT 2
FOR FILING
J-241 (2)
7AS-241 (2)
3066

October 25, 1948

Mr. D. F. McKenzie
1465 Mission Street
Salem, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3066, for oiling on the Fremont Junction-Drake Creek Section of the Warner Secondary Highway in Lake County, awarded on September 14, 1948.

Contract No. 3070, covering grading and surfacing on the Baker-Miles Bridge Section of the Medical Springs Highway in Baker County, awarded on October 4, 1948.

The above contracts are for your records and files. An executed copy of each contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
SEP 15 1948
FOR FILING

September 15, 1948

Mr. D. F. McKenzie
1462 Mission St.
Salem, Oregon

Dear Mr. McKenzie:

The State Highway Commission on September 14, 1948, awarded you the contract for oiling and furnishing crushed rock in stockpiles on the Fremont Junction-Drews Creek Section of the Warner Secondary Highway, in Lake County. This award was based on your low bid of $89,033.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

BD

cc: S. H. Probert

19-3409 Silver Lake Maint. Bldg.

#3067

1948

RECEIVED
FEB 1 1949
FOR FILING

19-3409

3067

January 31, 1949

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

This to advise you that State Highway Contract No.3067, covering the Silver Lake Maintenance Building in Lake County, has been completed by the contractor, R. H. Jones, and that final payment in the amount of $2,250.50 will be made on or after February 10, 1949.

The state is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues or demands insurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $12,860.00, and that no force account work was performed on the project. This contract was completed January 12 and accepted by the Highway Commission January 24, 1949.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Continental Casualty Co.
Mr. Warner E. Bruce, Manager
1411 Fourth Ave. Bldg.
Seattle, Wash.

C. A. Tomasseno & Sons

NOTED ON CARD

1-31-49 gl

RECEIVED
OCT 22 1948
FOR FILING

19-3409

3067

October 21, 1948

Mr. R. H. Jones
Route 1
Hillsboro
Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3067, which was awarded to you September 14, 1948 by the State Highway Commission, covering the Silver Lake Maintenance Building in Lake County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
SEP 15 1948
FOR FILING

September 15, 1948

Mr. R. E. Jones
Route 1, Box 256
Hillsboro, Oregon

Dear Mr. Jones:

The State Highway Commission on September 14, 1948, awarded you the contract for construction of the Silver Lake Maintenance Building in Lake County. This award was based on your low bid of $12,860 (frame construction) submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

ss

cc: S. H. Probert
G. S. Paxson

122-4208 Halsey-Brownsville Section,
Halsey-Sweet Home Second. Hwy.

RECEIVED
FEB 2 1949
FOR FILING

122-4208
3068

February 1, 1949

Warren Northwest, Inc.
P. O. Box 5072
Portland 13
Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 26, 1949, had under discussion your request for extensions of time on three contracts, as follows:

Contract No. 3019, covering the Oregon City-New Era Section of the Pacific Highway East in Clackamas County, for an extension of time of 90 days, from November 30, 1948 to March 1, 1949.

Contract No. 3031, for paving on Dallas, Independence and West Salem Section in Polk County, for an extension of time of 47 days, from October 15 to December 1, 1948.

Contract No. 3068, for resurfacing on the Halsey-Brownsville Section of Halsey-Sweet Home Secondary Highway in Linn County, for an extension of time of 7 days, from October 15 to October 22, 1948.

I am pleased to inform you that the Highway Commission granted your above requests without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

[redacted] STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
2-1-49

cc: F. B. Mason,
Division Engineer

A. G. Skelton,
Division Engineer

H. G. Smith

RECEIVED
JAN 13 1949
FOR FILING

122-4208

3068

January 10, 1949

Request for extension of time
No. 1
January 24 and 25 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from Warren Northwest, Inc. for an extension of time on the Halsey-Brownsville resurfacing project, Contract No. 3068, from October 15 to October 22, inclusive.

This contract was awarded with a very short time limit, and adverse weather conditions at the time of awarding delayed the starting on this project. When good weather set in, the contractor immediately moved in and did an excellent job in a very short time.

I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
H. G. Smith

RECEIVED
DEC 7 1948
FOR FILING

122-4208

3068

December 6, 1948

W. Talbot Sinclair, Manager
U.S. Fidelity and Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

This is to advise you that state highway contract No. 3068 for work on the Halsey-Brownsville Section of the Halsey-Sweet Home Secondary Highway in Linn County, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $1,127.25 will be made after the acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues or demands incurred in the performance of such work, and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $37,575.05, and that no force account work was performed therein. This contract was completed on October 22, 1948 but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FH

cc - United States Fidelity and Guaranty Co.
Baltimore 3,
Maryland

United State Fidelity and Guaranty Co.
L. Reilly, Agent
Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD
12-6-48 gl

RECEIVED
APR 21 1949
FOR FILING
122-4208
3068

November 30th, 1948

FINAL COST ANALYSIS

Halsey-Brownsville Section
Contract #3068

Warren Northwest, Contractor
D. D. Rohrbough, Resident Engineer

Halsey-Sweet Home Secondary
Prefix 122-4208

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Class "B" Asphaltic Concrete	4,198	Ton	$7.51	$8.95	$31,537.28	$37,572.10

Gross Revenue	$37,572.10
Total Cost	31,537.28
Net Profit	$6,034.82

Net Profit Equals 16.1% of Gross Revenue

Warren Northwest

Detail of Cost

Labor:		
Supervision	$184.10	
Labor	1,202.35	
Payroll Insurance	104.55	
		$1,491.00
Materials:		
Class "B" Asphaltic Concrete (Bought at commercial plant - 4,198 Tons at $4.82	$20,234.36	
		20,234.36
Equipment Rentals & Misc. Expense:		
Equipment Rentals, Owned	$420.00	
Hired Trucks, Including Drivers	6,795.43	
Gas, Oil and Grease	91.00	
Move In & Cartage	50.00	
Misc. Supplies	201.17	
Bond & Insurance	375.72	
Home Office & General Overhead	1,878.60	
		9,811.92
Total Cost		$31,537.28

Remarks:

This project required the resurfacing with Class "B" asphaltic concrete of 4.0 miles of roadbed between Halsey and Brownsville on the Halsey-Sweet Home Secondary Highway in Linn County.

The material was delivered by the contractor's commercial plant, located about 4 miles south of Lebanon. This plant has been in operation since 1946. The asphaltic concrete was hauled in hired trucks with the average haul of 21 miles at a cost of $0.077 per ton mile. The haul route was over rough county roads requiring two hours to make the round trip.

The equipment used in laying the asphaltic concrete consisted of Adnun paver and 10-ton tandem roller. Having good equipment and crew, the contractor was able to put down the asphaltic concrete with a street cost of $0.72 per ton.

The asphaltic concrete was delivered out on the road at the temperature required and put down in one lift. Having adequate hired trucks, the contractor was able to put down on the average of 47 tons per hour.

A fair profit was realized due to high bid price, good organization and equipment.

E. H. Clymer
Cost Analyst

By . . K. T. Wechter

RECEIVED
NOV 10 1948
FOR FILING
137-4208
3068

November 9, 1948

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on contract No. 3068, covering resurfacing on the Halsey-Brownsville Section of the Halsey-Sweet Home Secondary Highway in Linn County. This payment, in the amount of $36,447.80, will be made on or after November 19, 1948. The retained percentage is $1,127.25.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United States Fidelity & Guaranty Co.
L. Reilly, Agent
Cascade Building
Portland 4, Oregon

NOTED ON CARD
11-9-48 gl

Form E-1—5M—1-46

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 23, 1948

Section Halsey - Brownsville

Kind of work Asphaltic Concrete

Highway Halsey - Sweet Home

Section prefix 122-4208

Contractor Warren Northwest, Inc.

Contract number 3068

Date of Contract 9/14, 1948

Date of completion 10/15/48, 19

Date work started 10/12, 1948

Estimated date of completion 10/22/48, 19

Amount of contract $ 35,800

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $43,700

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1,000, 2.3 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project was completed on Friday.
by the contractor.
A state crew is now beginning to place shoulder
rock on the 4 mile section which has been paved.

RECEIVED
OCT 25 19[illegible]
OFFICE OF [illegible]

Signed Earl W. Rohrbaugh Res. Engr.

Address Route 1, Box 100, Albany, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					4
Miles partially completed					
Miles completed					4
Total estimated quantities					Tons 4200
Estimated quantities moved or placed to date					"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					10
Average force on project for week					34

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 1........, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1......, Sheep-foot rollers ...., Paver, ..., 20 Trucks ...., Plant Paving ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		No Work
Monday	"	2	Dozer broken down
Tuesday	"	6	Plant " "
Wednesday	Foggy		
Thursday	"		
Friday	"		Finished at noon.
Saturday	"		

RECEIVED
OCT 6 1948
FOR FILING

3068

October 5, 1948

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3068 which was awarded to you on September 14, 1948 by the State Highway Commission, covering the Halsey-Brownsville Section of the Halsey-Sweet Home Secondary Highway in Linn County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

30-1027 Milton-Washington State Line Section
Oregon-Washington Highway.

#7069

RECEIVED
DEC 24 1948
FOR FILING

30-1027

3069

854W

December 23, 1948

Mrs. Gleaves Lackey
Mountain View Auto Court
Freewater, Oregon

Dear Madam:

We have a report from our field engineer in regard to the alleged damage to your property in the City of Milton. The following is taken from this report:

The side walk which you refer to as being torn up was cut back to the top of the cut back which is approximately the property line. This was necessary in reconstructing the road. The lawn was mostly taken by grading for the street and road approach. This report also states the water was running in the old ditch most of the summer and the owner of the property at that time could have irrigated the lawn. The previous owner stated that no water rights went with this property.

The shade trees and fruit trees you refer to were either on the city street or on right of way property and this damage was taken care of in the purchase of the property.

The siphon pipes you refer to are covered and any other protection would restrict the flow of water to the siphon. This restriction might cause an overflow from the ditches. It does not appear there is much that can be done to protect this siphon without cutting down its efficiency.

Our engineer states he had no knowledge of any promises the foreman may have made to you but from this report it would appear the state has fulfilled all its obligations to the owner from whom the right of way was purchased.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

LFR/gd

FORM E-30 15M 8-46 26699

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20th, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

In regard to Assignment #854, W.C.W., letter from Gleaves Lackey stating that his place was considerably damaged during the construction operations by shade trees being removed, sidewalk torn up and irrigation water cut off.

I am attaching letter from Mr. Hodge covering the situation rather thoroughly, and in addition I made a personal inspection of the property ant feel that the agreement with the original property owner has been carried out and the Department is under no obligation to the present property owner who bought the property since the work was done.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

NOTED
WARFIELD

FORM E-20 25M 8-48 22204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE
Pendleton, Oregon
December 1, 1948

SUBJECT:

To: Mr. E. F. Chidsey
Division Engineer
Oregon State Highway Commission
La Grande, Oregon

Dear Sir:

Following is a report which you requested in a letter dated November 26th, and which concerns a complaint written by Gleaves Lackey concerning alleged damage to property when the Milton Washington State Line Section was constructed.

The property referred to on the north side of Adams Streetoriginally belonged to Betts and the people in question acquired it later, prabably after the grade was built. By looking at the map it will be seen that the sidewalks from the house projected out into the street (the house is about two hundred feet west of the centerline of the highway on Adams Street) These walks were cut off at xxx about the slope stake line which is also about the property line. The cut here is some six or seven feet and does leave a rather bad place there. Possibly provision should have been made. for steps, but nothing was in the option. A road approach to the property was constructed in the street line immediately east of the house and the tenants use this way of getting to the house.

As to the lawn- if any there - it was mostly taken out by grading for the street and road approach. I don't remember of seeing much lawn. Anyway Mr. Betts said no water rights goes with the place. The water was running in the old ditch most of the summer and had the previous owner wanted he could have irrigated what was left of the lawn.

Some shade trees were taken out as well as fruit trees but they were either in the street or were covered by the options. The Betts property is covered by options Files 10559 and 10559A within which is the statement "The consideration herin named shall be construed to include full compensation for all claims for damages by reason of g changes of grade, under section 100 -125 O.C.L.A." Section 100-125 O.C.L.A.

The same holds true for the "Cullinsworth Corner" referred to in the complaint, this was the T. A. Staley property cumming under option 10558 and 10558A.

All provisions for changing irrigation ditches, building driveways, etc were fulfilled according to the options and these new owners have no claims.

FORM E-30 25M 5-48 22204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT:

To:

December 1, 1948

to E. F. Chidsey Re; Complaint of Gleaves Lackey on the Milton-Washington State Line project

There are two siphons with end basins in the vicinity referred and one other end basin. The tops were covered, but of course there are openings leading into and out of the end basins which are somewhat of a hazard for children, but there is not too much that can be done. Possibly bars could be placed in the concrete lip or flow line of the end basin, but this would tend to restrict the flow of water. Sometimes more water is put thru the ditch than they are supposed to have and it taxes the capacity of the siphons, any obstruction might cause and overflow.

Gleaves Lackey is a woman and the mother of Carol Frantum mentioned at the top of the complaint. Mr. and Mrs. Bob Frantum are the owners of the property in question and said they knew nothing about the complaint written by Mrs. Gleaves Lackey and said they had no claims or complaints and had acquired the property as it was .

As to the foreman for E. C. Hall telling them the State would restore the damage, I wouldn't know what he might have told them. I believe one foreman did stay at the camp ground.

Very truly yours,

W. S. Hodge

W. S. Hodge
Resident Engineer

cc Mr. E.G.Smith,
Construction Engineer

ASSI T No. [illegible]

DESCRIPTION: Letter from Gleaves regarding damage done to his place when building approach from Freewater Junction to Walla Walla Street, Freewater.

DATE: Nov 4, 1948 ASSIGNED TO: H.G. Smith

☑ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date_______________

☐ ____________________________________

REPORT RECEIVED: Dec 23-48 Ged

REMARKS:

MOUNTAIN-VIEW AUTO COURT
Freewater, Oregon

BOB FRANTUM
CAROL FRANTUM
GLEAVES LACKEY

CABINS . . . .
APARTMENTS
TRAILERS . . .

State Highway Commission
Salem, Oregon.

Dear sirs: In making the approach to our fine new super highway, the part from Freewater Junction to Walla Walla Street, Freewater, you did considerable damage to my place (Betts-Morse-Frantum home) Fine shade trees were taken out, the sidewalk torn up, irrigation water cut off so the lawn died and it is now sitting up high with the road way below. We were told by foremen living in our trailer park last summer that you would restore the damage. Is this correct?

Also the siphon and ditches on this place and also on the Collinsworth corner which we have bought for cabins and trailers are a real threat to children living here. Is there anything you or we can do to make it a safer situation? We have about 25 children here now and will have more next summer.

Sincerely yours, Gleaves Lackey

RECEIVED
DEC 16 1948
FOR FILING

30-1027

3069

December 15, 1948

United Pacific Insurance Co.
Fidelity & Surety Dept
Seattle 4, Washington

Gentlemen:

This is to advise you that State Highway Contract No. 3069 for work on the Milton-Washington State Line Section of the Oregon-Washington Highway, in Umatilla County, has been completed by the contractor, Geo. E. Corliss, and that final payment in the amount of $500.00 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $9,199.00 and that no force account work was performed therein. This contract was completed on November 9, 1948, but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FH

cc - United Pacific Insurance Co.
Earl Blackaby, Agent
Ontario, Oregon

NOTED ON CARD
12-15-48 gl

RECEIVED
NOV 26 1948
FOR FILING

30-1027

3069

November 24, 1948

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to George E. Corliss, on contract No. 3069, covering topsoiling and seeding in the Milton-Washington State Line Section of the Oregon-Washington Highway in Umatilla County. This payment, in the amount of $260.25, will be made on or after December 4, 1948. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Mr. Earl Blackaby
Ontario, Oregon

NOTED ON CARD

11-24-48

RECEIVED
NOV 17 1948
FOR FILING
30-1027

November 16, 1948

Mr. Geo. E. Corliss
Box 76
Ontario, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3069, which was awarded to you on September 14, 1948 by the State Highway Commission, covering the Milton-Washington State Line Section of the Oregon-Washington Highway in Umatilla County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

Form E-1—6M—4-47

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT #7
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 13, 1948

Section Milton-Washington State Line

Kind of work Topsoiling & Seeding

Highway Oregon-Washington

Section prefix 30-1027

Contractor Geo. E. Corliss

Contract number 3069

Date of contract Sept. 14, 1948

Date of completion November 15, 1948

Date work started " 28, 1948

Estimated date of completion November 9, 1948

Amount of contract $ 8,910.00

Per cent of time elapsed 90.3 %

Estimated cost of completed project, exclusive of engineering $ 9,266.40

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 521.76, 97.5 %

Date project was completed November 9, 1948

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contract finished November 9, 1948.

Signed A. T. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	Topsoiling GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.36				
Miles partially completed	3.36				
Miles completed	3.36				
Total estimated quantities	2226				
Estimated quantities moved or placed to date	2226				
Average daily quantities	300				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Truck . . 1 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

RECEIVED
NOV 15 1948
OFFICE OF
CONSTRUCTION ENGINEER

STATE PRINTING DEPT.

RECEIVED
SEP 15 1948
FOR FILING

September 15, 1948

Mr. George E. Corliss
Box 76
Ontario, Oregon

Dear Mr. Corliss:

The State Highway Commission on September 14, 1948, awarded you the contract for topsoiling and seeding along the Milton-Washington State Line Section of the Oregon-Washington Highway, in Umatilla County. This award was based on your low bid of $8,910, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: S. H. Probert

S-64(2) Miles Bridge-Baker Sec., 1948
Medical Springs Secon. Hwy.
#3070

RECEIVED
FEB 9 1950
FOR FILING

Balder

8-64 (2)

January 30th, 1950

FINAL COST ANALYSIS

Miles Bridge-Baker Section
Contract #3070

D. F. McKenzie, Contractor
Grading & Oil Mat Resurfacing
Kevin Laughlin, Resident Engineer

Medical Springs Highway
Prefix 101-1125-564(2)

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*Clear & Grub	All		$	$	$824.50	$5,000.00
*Trench Excavation	817.77	Cu. Yd.	1.48	2.50	1,224.20	2,044.43
*General "	48,603.2	" "	0.24	0.35	11,628.13	17,011.12
*Short Overhaul	26,814	Yd. Sta.	0.014	0.02	367.10	536.28
*Long "	226.7	C-Yd. Sta.	0.34	0.50	77.79	113.35
*Finish R/B & Slopes	6.83	Mile	226.20	500.00	1,524.94	3,415.00
*12" Corr. Metal Pipe	81	Lin. Ft.	2.37	3.00	191.97	243.00
*18" " " "	320	" "	3.65	4.00	1,168.45	1,280.00
*21" " " "	16	" "	4.16	4.50	66.56	72.00
*24" " " "	238	" "	5.11	5.50	1,216.18	1,309.00
*36" " " "	78	" "	9.17	10.00	715.26	780.00
*36" Arch Corr. Metal Pipe	16	" "	8.29	9.50	132.64	152.00
*Salvage Culvert Pipe	502	" "	1.26	2.00	634.54	1,004.00
Selected R/B Topping	28,426	Cu. Yd.	0.71	0.50	20,182.46	14,213.00
Haul R/B Topping	45,032.5	Yd. Mi.	0.173	0.15	7,790.62	6,754.88
Strip Topping Site	3,681.9	Cu. Yd.	0.36	0.25	1,325.48	920.48
Ø1½"-0" Cr. Rock in Base	13,291	" "	2.59	2.75	34,482.09	36,550.25
Ø3/4"-0" Cr. Rock in Base and Shoulders	4,860	" "	2.60	2.75	12,636.00	13,365.00
ØSprinkling	1,441	M/Gal.	1.92	2.00	2,766.72	2,882.00
Preparation of Base	13.68	Mile	103.40	200.00	1,414.51	2,736.00
ØFurnish and Place Aggregates	8,749	Cu. Yd.	3.33	4.25	29,184.17	37,183.25
ØFurnish and Place 151-200 Asphalt	647.05	Ton	40.54	45.00	26,231.41	29,117.25
ØFurnish and Place Emulsified Asphalt	163.79	"	42.22	45.00	6,915.72	7,370.55

RECEIVED FEB 6 1950 FOR FILING

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Ø3/4"-½" Cr. Rock in Stockpile	2,316.7	Cu. Yd.	$2.10	$2.75	$4,872.02	$6,370.93
Ø½"-¼" Cr. Rock in Stockpile	1,453.4	" "	2.10	2.75	3,056.50	3,996.85
Ø¼"-0" Cr. Rock in Stockpile	980.2	" "	2.10	2.75	2,061.36	2,695.55
ØSP Screen Rejects in S.P.	365.5	" "	0.25	0.25	89.13	89.13
PA #1, Sand Bags in Place	400	Each	0.26	0.60	102.20	240.00
ØPA #2, Purchase Excess 3/4"-0" Cr. Rock in S.P.	103.6	Cu. Yd.	2.03	2.00	210.31	207.20
					$173,092.96	$197,652.50

	Cost	Revenue	Profit	% Profit
D. F. McKenzie	$88,315.98	$91,908.45	$3,592.47	3.9%
*Stevenson Construction Co.	19,772.26	32,960.18	13,189.92	40.0%
ØDick Rush	65,004.72	72,783.87	7,779.15	10.7%
Total	$173,092.96	$197,652.50	$24,559.54	12.4%

Detail of Cost

D. F. McKenzie, Contractor

Labor:			
Supervision		$2,987.18	
Labor		21,508.17	
Labor Insurance		2,123.72	
			$26,619.07
Materials:			
151-200 Asphalt	647.05 Tons at $15.50	$10,029.28	
Emulsified Asphalt	163.79 " " 16.50	2,702.54	
Freight on Asphalt		12,324.77	
Sacks	400 " 0.06	24.00	
			25,080.59
Equipment Rental & Miscellaneous:			
Equipment Rental		$18,977.00	
Rented Equipment		617.00	
Gas, Oil and Grease		9,132.72	
Freight & Cartage		1,641.77	
Oxygen		22.32	
Lumber		162.40	
Broom Cores		103.00	
P.U.C. Fees		593.43	
Bond		1,156.00	
P.L. & P.D.		368.50	
Home Office & General Overhead		3,842.18	
			36,616.32
Total Cost			$88,315.98

Detail of Cost

Stevenson Construction Co.

Labor:

Supervision	$825.00	
Labor	6,576.63	
Insurance	578.14	
		$7,979.77

Materials:

Corrugated Metal Pipe:

12"	81 lin. ft.	at	$1.65	$133.65	
12" Bands	5 each	"	2.05	10.25	
18"	320 lin. ft.	"	2.50	800.00	
18" Bands	22 each	"	3.70	81.40	
21"	16 lin. ft.	"	2.70	46.40	
21" Bands	1 each	"	4.17	4.17	
24"	238 lin. ft.	"	3.84	913.92	
24" Bands	7 each	"	4.66	32.62	
36"	78 lin. ft.	"	7.58	591.24	
36" Bands	5 each	"	7.64	38.20	
36" Arch Type	16 lin. ft.	"	6.85	109.60	
36" Bands	1 each	"	7.10	7.10	
					2,768.55

Equipment Rental & Miscellaneous:

Equipment Rental	$5,632.00	
Rented Equipment	618.00	
Gas, Oil and Grease	1,685.51	
Small Tools & Misc.	344.00	
Anti-freeze	108.36	
Travel	181.07	
Home Office & General Overhead	455.00	
		9,023.94

Total Cost $19,772.26

Detail of Cost

Dick Rush, Subcontractor

Labor:		
Supervision	$2,258.00	
Labor	16,720.43	
State Industrial Accident Insurance	1,142.73	
Social Security & Unemployment Insurance	774.39	
		$20,895.55
Equipment Rental & Miscellaneous:		
Equipment Rental	$20,969.87	
Rented Trucks	2,625.00	
Gas, Oil and Grease	4,183.11	
Freight & Cartage	2,459.74	
Hardware	81.68	
Lumber	192.54	
Explosives	7,767.56	
Steel & Bits	922.00	
Small Tools & Misc.	2,555.31	
Bond	543.56	
Insurance	518.47	
Home Office & General Overhead	1,290.33	
		44,109.17
Total Cost		$65,004.72

Breakdown of Crushing Costs

Item	Amount	Unit	Total Cost	Unit Cost	
Move	31,753.9	Cu. Yd.	$2,490.59	$0.078	
Access Roads	"	" "	672.82	0.021	
Set Up Plant	"	" "	3,032.21	0.095	
Strip Pit	"	" "	2,650.32	0.083	
Drill and Shoot	"	" "	17,759.31	0.559	
Load in Pit	"	" "	10,171.16	0.320	
Haul to Crusher	"	" "	3,984.46	0.124	
Crush	"	" "	17,700.75	0.557	
Haul to Stockpile	"	" "	5,626.68	0.177	
*Stockpile	4,750.3	" "	422.20	0.089	
**Stockpile	27,003.6	" "	494.22		0.018
	Total Cost per Cubic Yard			*$2.103	**2.032

*Maintenance material.
**Base, key and mineral aggregates.

Remarks:

This was a "Federal Aid Secondary Project" calling for the regrading and surfacing of 6.85 miles of highway, the oiling of 13.87 miles of highway and the furnishing of 4,300 cubic yards of crushed material in stockpile. The project was bid and awarded September 14th, 1948, work started October 1st, 1948, and the project was completed June 14th, 1949.

All items of grading were subcontracted to the Stevenson Construction Company, the placing of the pit run topping was handled by the contractor, D. F. McKenzie, the crushing of all materials was subcontracted to Dick Rush, and the placing of the crushed rock base and oil mat surfacing was handled by the contractor.

Grading was the best part of the contract, averaging an extremely high percentage of profit. The subcontractor handled the work with two D-8 tractors, one D-7 tractor, two 16 cubic yard carryalls, one #12 blade, one pickup and one grease wagon in 43 elapsed days and 37 working days, for an average of 1,300 cubic yards per day.

All crushed rock materials were crushed from the designated quarry at M.P. 35.3. Materials from this quarry broke very large necessitating a large amount of reshooting and wasting of materials to obtain the required amounts. To obtain the required amounts of materials it is estimated that there are approximately 15,000 cubic yards of oversize material left in the quarry. It would be very difficult to obtain rock from this quarry for an additional setup.

The subcontractor used his three-crusher portable crushing plant for crushing, with a 24" x 36" jaw as primary crusher. This primary, while large, was not big enough to handle the material, and there was considerable trouble with large rocks sticking in the crusher. Additional equipment used on crushing consisted of one 315 compressor, one wagon drill, two jackhammers, one 1-yard shovel, one TD-14 tractor and dozer, four 5 cubic yard trucks, one hired truck, one transport truck, two lowbed trailers, two pickups and one grease wagon, shop trailer and miscellaneous small equipment.

The stripping of the topping pit, pit run topping and haul on topping were very costly items for the contractor. The topping was started October 3rd, continued until December 20th, shut down until March 22nd, and completed April 12th. Much of the work accomplished from October 3rd, until December 20th, was performed under very adverse weather conditions and production was extremely low. Production during the spring after work was resumed was higher but not enough to offset the loss already sustained.

Aggregate and asphalt prices were high, production was fair and a good profit was shown on these items. This profit was large enough to offset the loss on the topping items and allow the contractor a small profit. Equipment used on topping and oiling consisted of one 3/4 cubic yard shovel, seven 5 cubic yard trucks, two #12 blades, two 10-ton rollers, one water wagon, two pickups, one 3-inch pump, one distributor, two tenders, one 3-car oil heater, one broom and small equipment.

This project had good supervision on all parts of the work except that the prime contractor tried to force his topping items when it would have been more advantageous to close the project until weather conditions improved.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
AUG 11 1949
FOR FILING

S-6.4(2)

3070

I have examined the gravel pit which has been tested on the south side of the location for the Miles Bridge-Baker Section at approximately Station 219 and agree to the substitution of this pit in lieu of material source No. 2 on page 6 of the Miles Bridge-Baker grading and oil mat surfacing specifications.

D. F. McKENZIE
By T m Sim
Tom Sim

Dated at Salem, Oregon
October 4th, 1948

S-6.4(2)
3070
101-1125

RECEIVED
JUL 29 1949
FOR FILING

S-64(2)

3070

July 29, 1949

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Wash.

Gentlemen:

Please be advised that State Highway Contract No. 3070, for work on the Baker-Miles Bridge Section of the Medical Springs Highway in Baker County, has been completed by the contractor, D. F. McKenzie, and that final payment in the amount of $5,778.66 will be made on or after August 8, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands insurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $197,652.50, and that no force account work was performed on the project. This contract was completed on June 15 and accepted by the Highway Commission on June 28, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

7-29-49 g

The L. N. Hagen Agency

RECEIVED
JUL 11 1949
FOR FILING
8-64(2)
3070

July 8, 1949

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Gentlemen:

This is to acknowledge your letter of July 5 concerning Contract 3070 with D. F. McKenzie for work on the Baker-Miles Bridge Section of the Medical Springs Highway in Baker County.

The final amount of this contract is not known at this time. The semi-final estimate, dated June 15, shows a total amount of $197,808.08. The job was completed on June 15.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

July 5, 1949

Oregon State Highway Commission
Salem, Oregon

Subject: Bond #99879 D. F. McKenzie
Contract No. 3070

Gentlemen:

This will acknowledge receipt of your letter of June 30, 1949 in which you advise that it is the intention of the State Highway Commission to make semi-final payment to D. F. McKenzie on contract No. 3070 covering the Baker-Miles Bridge Section of the Medical Springs Highway in Baker County.

We thank you very much for furnishing the above information, but will appreciate it if you will advise us the total amount of the contract and the date of completion.

Thank you very much for your co-operation.

O.J. 197,808.08
Comp. 6-15-49
final not in 7-7

Yours very truly

E. T. Lynch

E. T. Lynch, Manager
Fidelity and Surety Department

ETL:lg

RECEIVED
JUL 6 - 1949
OREGON
STATE HIGHWAY COMMISSION

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

RECEIVED
JUN 30 1949
FOR FILING

8.64 (2)

3070

June 30, 1949

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Wash.

Gentlemen:

This is to advise you of the intention of the State Highway Commission to make semi-final payment to D.F.McKensie, on contract No. 3070, covering the Baker-Miles Bridge Section of the Medical Springs Highway in Baker County. This payment, in the amount of $18,365.49, will be made on or after July 11, 1949. The retained percentage is $5,934.24.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

The L. H. Hagen Agency
Beaver Bldg.
Oregon City, Oregon

NOTED ON CARD

6-30-49, ge

Form E-1—5M—8-47

7-64 (-2)

FINAL

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 15, 1949

Section Miles Bridge - Baker

Kind of work Grading and Oil Mat Surf.

Highway Medical Springs

Section prefix 101-1125

Contractor D. F. McKenzie

Contract number 3070

Date of Contract Oct. 4, 1948

Date of completion Sept. 30, 1949

Date work started O[illegible] 1, 1948

[illegible] date of completion June 15, 1949

Amount of contract $191,178.00

Per cent of time elapsed 72 %

Estimated cost of completed project, exclusive of engineering . . . . $ 191,178.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 11,500.68, 5.8 %

Date project was completed June 15, 1949, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Blade completed brooming cleaning up stockpile sites, shoulders and drain ditches today, June 15, 1949.

Signed Kevin Laughlin

Address Baker, Oregon

NOTED

E. M. [illegible]

[illegible] and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				13.7	
Miles partially completed				13.7	
Miles completed	6.85	6.85			
Total estimated quantities			4,300	8,500	
Estimated quantities moved or placed to date			4,300	8,500	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				1	

Percentages of men employed on contract to be secured from:

..........County, ...%; ....County, ...%; ....County, ...%; ....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels.........., Power graders 1, Rollers.........., Mixers.........., Crushing or screening plants..........

Compressors.........., Bulldozers.........., Sheep-foot rollers.........., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Warm		
Tuesday	Warm		
Wednesday	Warm		
Thursday			
Friday			
Saturday			

RECEIVED
JUN 20 1940
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 22 1949
FOR FILING

S-64 (2)

3070

File

June 20, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on June 15, 1949 on Contract No. 3070, Miles Bridge-Baker Section in connection with Federal Aid Project No. S-64 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DHP:ND
cc: John Cattrall

RECEIVED
JUN 10 1949
FOR FILING

8(14(2)

3070

June 10, 1949

Standard Oil Company of California
Post Office Box 1495
Spokane 7, Washington

Gentlemen:

We have your letter of June 8th concerning Contract No. 3070 with D. F. McKenzie. The last estimate on this job, dated June 5th, shows approximately 97 per cent of the job completed. Exact date of completion is not known, but it is presumed that it will be completed before the time limit of September 30, 1949 as set in the contract.

If you feel that it is necessary to file a claim to protect your account, it is suggested that you file it with the United Pacific Insurance Company who furnished the bond on this contract and whose agent in this case is The L. H. Hagen Agency, Beaver Building, Oregon City, Oregon. If the claim is filed, it should also be filed with this office so that it can be made a matter of record.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
E. W. HOLSTAD
DISTRICT MANAGER
G. W. O'BRIEN
ASSISTANT DISTRICT MANAGER
A. E. STEVENS
ASSISTANT DISTRICT MANAGER
S. A. GRONSDAHL
ASSISTANT TO THE DISTRICT MANAGER

SPOKANE 7, WASHINGTON

OFFICE
OLD NATIONAL BANK BLDG.
P. O. BOX 1498

June 8, 1949

CONTRACT #3070, ROAD #340

State of Oregon
Department of Highways
Salem, Oregon.

Gentlemen:

Our records show that this contract was let to E. F. McKenzie, Salem, Oregon, who sub-contracted a portion of the work to R. E. Rush Construction Company, Baker, Oregon. He owes us a substantial balance and the purpose of this letter is to inquire of you if this job has been completed.

If the job has been completed, please give us the date of completion and acceptance. no

Have final estimates been paid to Mr. McKenzie? ~~and~~ if not, please advise the approximate date for payment, and amount. no

If the job has not been completed, will you give us the approximate date that it will be finished? 97% comp on 6-5 49

You may use a copy of this letter for your reply, for which we are enclosing a postage prepaid envelop.

Sincerely yours,

J D Hartup
District Credit Manager

RECEIVED
JUN 1 [illegible]
OREGON
STATE HIGHWAY COMMISSION

JDH:CSB
Enc

TO
SECRETARY

RECEIVED
MAY 6 - 1949
FOR FILING

S-64(2)

Form 136 500M 10-46

TELEGRAM

DAY TELEGRAM	NIGHT TELEGRAM	DAY LETTER	NIGHT LETTER	VIA WESTERN UNION	VIA POSTAL	

DENVER, COLO. - MAY 2, 1949 - 9 am

RECEIVED
MAY 5 - 1949
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK,
STATE HIGHWAY ENGR.,
ORE. STATE HIGHWAY COMM.,
SALEM, ORE.

RELETTER APRIL 5th HAVE CONTRACT SINCE NOVEMBER CONTRACTOR MC KENZIE 660 TONS 150-200 ASPHALT SHIPMENTS BAKER FEDERAL AID PROJECT S-64(2) TO START IMMEDIATELY APPRECIATE RETURN WIRE YOUR RECOMMENDATION OF DESIRED PENETRATION SO CAN INSTRUCT SINCLAIR WYOMING REFINERY ACCORDINGLY.

S. J. KRIZINGER
SINCLAIR REFINING CO.

CONFIRMATION—*Thank You*
SINCLAIR REFINING COMPANY

SJK/jwl

conf:file:ek:

CAN YOU MAKE IT SHORTER & LESS EXPENSIVE?

RECEIVED
FOR FILING

S-64 (2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O.Box 3900
PORTLAND 8, OREGON

April 4, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-64(2)
Miles Bridge-Baker Section of
the Medical Springs Highway

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jm

Form PR 2 (Revised 1946)

Appr. 7645

State Oregon

Project No. S-41(2)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10 day of February, 1949,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of May, 1947, a project statement, which was approved on the 11th day of July, 1947, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of August, 1948; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred twenty thousand and 00/100 dollars ($120,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-2

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 329, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the SE 1/4, Section 4, T. 9 S., R. 40 E., W.M., and survey station 556+10 in the NE 1/4, Section 34, T. 7 S., R. 41 E., W.M., without exception, , length 13.686 miles, in Baker County, being Oregon Federal Aid / Secondary project No. S-64(2), consisting of 13.686 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred twenty thousand and 00/100 dollars ($ 120,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety-seven thousand, two hundred eighty-eight and 30/100 dollars ($ 197,288.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

acting STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T. H. Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Ben R. Chandler
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W. H. Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
FEB 14

RECEIVED
FEB 4 1949
FOR FILING
S-64(2)

December 6, 1948

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Miles Bridge-Baker Section, Project No. S-64 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/ge

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-44 (2)

MILES BRIDGE-BAKER SECTION OF THE MEDICAL SPRINGS HIGHWAY IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 22, 1948

Code No. 5231

All Required		Clearing and Grubbing		$ 5,000.00
750	cu. yds.	Trench Excavation, Unclassified	$ 2.50	1,875.00
52,000	cu. yds.	General Excavation, Unclassified	0.35	18,200.00
30,000	yd. stas.	Short Overhaul	0.02	600.00
370	C-yd. stas.	Long Overhaul	0.50	185.00
685	miles	Finishing Roadbed and Slopes	500.00	3,425.00
200	lin. ft.	12" Corr. Metal Pipe	3.00	600.00
190	lin. ft.	18" Corr. Metal Pipe	4.00	760.00
20	lin. ft.	21" Corr. Metal Pipe	4.50	90.00
210	lin. ft.	24" Corr. Metal Pipe	5.50	1,155.00
26	lin. ft.	36" Corr. Metal Pipe	10.00	260.00
20	lin. ft.	36" Arch Type Corr. Metal Pipe	9.50	190.00
400	lin. ft.	Salvaging Culvert Pipe	2.00	800.00
26,000	cu. yds.	Selected Roadbed Topping	0.50	13,000.00
43,000	yd. mi.	Hauling Roadbed Topping	0.15	6,450.00
6,600	cu. yds.	Stripping Topping Material Pits	0.25	1,650.00
12,400	cu. yds.	1½" - 0" Rock in Base	2.75	34,100.00
4,800	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.75	13,200.00
800	M-gals.	Sprinkling	2.00	1,600.00
13.69	miles	Preparation of Base	200.00	2,738.00
8,500	cu. yds.	Furnishing and Placing Aggregates	4.25	36,125.00
660	tons	Furnishing and Placing 151-200 Asphalt	45.00	29,700.00
170	tons	Furnishing and Placing Emulsified Asphalt	45.00	7,650.00
		Subtotal		$179,353.00
		10% Engr. & Cont.		17,935.30
		Total		$197,288.30

Length of Roadway 13.686 miles
Cost per mile $14,415.33

Federal Secondary Funds	$120,000.00
State Funds	77,288.30
	$197,288.30

State Funds for Constr: Chapter 175, laws 1917: Chapter 31, laws 1920: Chapter 529, laws 1939.
State Funds for Maint: Chapter 529, laws 1939

August 17, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Miles Bridge-Baker Section, Project No. S-64 (2).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-64 (2)

MILES BRIDGE-BAKER SECTION OF THE MEDICAL SPRINGS HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 17, 1948

All Required		Clearing and Grubbing		
750	cu. yds.	Trench Excavation, Unclassified		$ 2,000.00
52,000	cu. yds.	General Excavation, Unclassified	$ 3.00	2,250.00
30,000	yd. stas.	Short Overhaul	0.40	20,800.00
370	C-yd. stas.	Long Overhaul	0.02	600.00
6.85	miles	Finishing Roadbed and Slopes	0.50	185.00
200	lin. ft.	12" Corr. Metal Pipe	500.00	3,425.00
190	lin. ft.	18" Corr. Metal Pipe	2.50	500.00
20	lin. ft.	21" Corr. Metal Pipe	3.50	665.00
210	lin. ft.	24" Corr. Metal Pipe	4.00	80.00
26	lin. ft.	36" Corr. Metal Pipe	5.00	1,050.00
20	lin. ft.	36" Arch Type Corr. Metal Pipe	12.00	312.00
400	lin. ft.	Salvaging Culvert Pipe	12.00	240.00
26,000	cu. yds.	Selected Roadbed Topping	2.00	800.00
43,000	yd. mi.	Hauling Roadbed Topping	0.45	11,700.00
6,600	cu. yds.	Stripping Topping Material Pits	0.15	6,450.00
12,400	cu. yds.	1¼" - 0" Rock in Base	0.30	1,980.00
4,800	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.60	32,240.00
800	M-gals.	Sprinkling	2.60	12,480.00
13.69	miles	Preparation of Base	3.00	2,400.00
8,500	cu. yds.	Furnishing and Placing Aggregates	200.00	2,738.00
660	tons	Furnishing and Placing 151-200 Asphalt	3.75	31,875.00
170	tons	Furnishing and Placing Emulsified Asphalt	45.00	29,700.00
			45.00	7,650.00
		Subtotal		$172,120.00
		10% Engr. & Cont.		17,212.00
		Total		$189,332.00

Length of Roadway 13.686 miles
Cost per mile $13,833.99

Federal Secondary Funds- -	$117,000.00
State Funds- -	72,332.00
	$189,332.00

RECEIVED
NOV -1 194
FOR FILING

2.V4 (2)

3070

November 1, 1948

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

I enclose herewith three prints of a map indicating a possible revision on the Miles Bridge-Baker Section of the Medical Springs Highway, between Stations 370 and 389. This is the section where the highway leaves Missouri Flat and ascends the hill to the north on rather severe alignment, and is the point we inspected jointly the last week in September.

The estimated cost to construct the proposed revision is $7,750 over our plan of resurfacing only the existing alignment.

While it is conceded that the revision would be of considerable benefit, it is my opinion that it nowise justifies the expenditure of $7,750. The alignment from this point on northerly to the Powder River crossing is poor, and if traffic should ever justify improvement in alignment over the section the work between Stations 370 and 389 would not fit in; hence it is only a temporary compromise.

We had planned on spending only a minor sum on this highway for resurfacing, and no particular line changes were considered, as the future traffic on this highway is so problematical.

We recommend that we proceed with the original plans and not make this revision, but will be pleased to have your comments on the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

WCW:mm
Encl.

FORM E-30 15M 9-48 23692

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26th, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

Attached is a copy of a letter from Mr. Chidsey transmitting profile, sketch map and cross sections of the proposed revisions between Station 370 and Station 389 on the Miles Bridge-Baker Section of the Medical Springs Highway, Contract No. 3070, as suggested by Mr. Davis of the P.R.A.

While I cannot agree with Mr. Chidsey's argument, I do agree with his conclusion that the improvement obtained by this survey does not justify the expense of $7,700.00 when by an expenditure of approximately $12,000.00 the entire reverse could be eliminated and changed into one curve.

I feel that this is much the worst alignment between Missouri Flat and Lower Powder, but I think the future traffic is so problematical that it does not justify a revision at the present time. The cost of resurfacing the existing road is rather minor, and I think any improvement to the road should be deferred until traffic is sufficient to justify a general widening program and the elimination of these curves in the proper manner. The present survey, while effecting a considerable improvement, is merely a temporary compromise which would not be satisfactory if the road were ever improved to a higher standard.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E 30X 15M 11-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
1
OFFICE OF
CONSTRUCTION ENGINEER

La Grande, Oregon
October 18, 1948

SUBJECT:

To:

Mr. R. G. Smith
Construction Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Attached hereto is a profile, sketch map, and a roll of cross sections covering the proposed revision made between Station 370 and 389 on the Miles Bridge - Baker Section of the Medical Springs Highway, Contract No. 3070.

The estimate of cost on this change is $7,774.75. In view of the fact that this change, if made, would probably not conform with a future location on the project, I would recommend against including this change in the present contract.

This section is the start of approximately 7 miles of poor alignment and narrow roadbed, which at some later date may require complete relocation and reconstruction, if such improvement is justified by traffic. This proposed change, as recommended by the Public Roads Administration, would not fit in with a more extensive line change which would undoubtedly be made if this complete section were to be rebuilt. As the present alignment is no worse than the alignment encountered throughout the entire section, I would hesitate to recommend the expenditure of this amount of money to slightly improve the alignment of this point.

Very truly yours,

E F Chidsey
E. F. CHIDSEY
Division Engineer

EFC/bw
Encls.

RECEIVED
[illegible]
FOR FILING
2-64 (2)
3070

October 25, 1948

Mr. D. F. McKenzie
1465 Mission Street
Salem, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3066, for oiling on the Fremont Junction-Drake Creek Section of the Warner Secondary Highway in Lake County, awarded on September 14, 1948.

Contract No. 3070, covering grading and surfacing on the Baker-Miles Bridge Section of the Medical Springs Highway in Baker County, awarded on October 4, 1948.

The above contracts are for your records and files. An executed copy of each contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded

RECEIVED
OCT 14 [illegible]
FOR FILING

3070

October 11, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on October 1, 1948 on Contract No. 3070, Miles Bridge-Baker Section, in connection with Federal Aid Project No. S-64 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/gs

RECEIVED
DEC 16 1948
FOR FILING
5-64(2)
3070

AGENDA
NOV 3 1948

October 6, 1948

Mr. B. F. McKenzie
1465 Mission Street
Salem, Oregon

Dear Mr. McKenzie:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading, surfacing, oiling and furnishing crushed material in stockpiles on the Miles Bridge-Baker Section of the Medical Springs Secondary Highway, in Baker County. This award was based on your low bid of $191,178 submitted on September 14.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Enc.

cc - Mr. H. G. Smith
Mr. S. H. Probert
Goldie Lewis

Mr. L. R. White
Assistant Commissioner
Industrial Accident Commission
Building

Set confirmed

S+C

SERVICE	
e class of service desired; erwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

Files

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 4, 1948
11:40 a.m.

D. F. McKenzie
1465 Mission Street
Salem, Oregon

State Highway Commission awarded you today contract for Miles Bridge-Baker Section, Medical Springs Secondary Highway, Baker County, based on your low bid submitted September 14, 1948. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Charge

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
OCT 6 1948
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

OREGON DISTRICT
S-64(-)

October 1, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' letter of September 30, 1948 advising all rights-of-way were acquired on Oregon Project S-64(2), the Miles Bridge - Baker Section and requesting concurrence in award of contract to the low bidder.

We hereby concur in the award of contract for this project as of October 4, 1948 to D. F. McKenzie, Salem, Oregon who submitted the low bid at the opening held September 14, 1948.

Very truly yours,

[illegible] M. DAVIS
District Engineer.

RECEIVED
OCT 4 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 1 1948
FOR FILING

S-64(2)

September 30, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

I am sending you a copy of a letter I am addressing this date to Mr. Lynch in reference to decreasing the curvature on Oregon S-64 (2), Miles Bridge-Baker Section.

Based on the discussions and tentative agreements we arrived at on our inspection trip, it is respectfully requested that you advise us of your concurrence in the immediate award of the contract on this section.

With the acquisition of gravel pit at the side of the 12° curve all necessary rights of way have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW/ew
Encl.

cc S. H. Probert

September 30, 1948

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of September 3, relative to curvature of certain sections and the plans for Oregon S-64(2), Miles Bridge-Baker Section, in Baker County.

On September 29 Mr. T. M. Davis, Division Engineer Chidsey, and the undersigned made an inspection of the entire project and arrived at a meeting of minds along the following lines:

At approximate Station 220 the original plan shows a 12° curve. On the inside of this curve we have acquired an 18-acre tract of land for gravel pit purposes, so that it is possible to decrease the 12° curve to a 7° curve without materially increasing the cost of the project. Should we use a flatter than 7° curve, however, it would entail additional right of way and the use of a curve flatter than 7° does not seem either necessary or desirable. Therefore, the planned 12° curve will be decreased to a 7° curve and such change will not materially affect the contractor as the material is all common and does not entail any different manner of operation.

At approximate Station 0+00N existing plans show a 10° curve reversing to a 16°. Improving the curvature at this point is not so simple. In the first instance, material is of a very rocky nature at this point, whereas on all of the project where grading was to be done under the original plans material was common excavation. Should we make a revision it would undoubtedly be necessary to negotiate with the contractor, as the cost of excavating rocky material would be far more than for common excavation. When vehicles reach these curves coming off the tangent they are on an upgrade and naturally tend to decrease speed. Furthermore, we intended to do no widening or grading of any nature at this point as the existing width and stableness of the surfacing is adequate. However, a physical inspection indicated that improvement at least on two curves might be made at not too exhorbitant a cost, and consequently Division Engineer Chidsey was instructed to conduct a survey immediately on the basis of approximate 6° and 10° curves in lieu of the existing 10° and 16° and submit a report thereon as early as possible. Should his report indicate that a decrease of the curvature can be made at a cost that can be justified on a highway with low volume traffic such as this one we will be very pleased to negotiate with the contractor for a change in the plans over this short section.

All rights of way on this project have been acquired and the next two months is the best time of the year for grading in this portion of the Baker valley. During spring and early summer subirrigation keeps this valley so wet that grading is impractical. We consider it imperative that the contractor start grading work at the earliest possible date on this section and we therefore respectfully requested Mr. T. M. Davis for concurrence in award of a contract to the low bidder immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW/ew

cc T. M. Davis
H. G. Smith
E. F. Chidsey

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

September 3, 1948

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are copies of approved plans and proposal form for Oregon S-64(2), Miles Bridge-Baker Section.

We have approved the documents for this project, but have discussed some of the details with District Engineer Davis. At Station 2208+ a 12° curve with 400' spirals has been used. On either side of this curve extremely long tangents with slight grades are used, which will no doubt result in high traffic speeds. Such a curve in this position is considered a hazard that could be considerably lessened by the construction of a curve that could be negotiated at a speed more in keeping with what is to be expected on this stretch of road. We feel that the desirable curve in the A.A.S.H.O. standards of 7° for flat topography could readily be obtained considering the low value of land in this area, and we would like to see a curve flatter than this used as a matter of safety if it can be obtained without materially increasing the cost.

At Station 0+00N a 10° curve reversing to a 16° has been left in place after approximately a 3-mile tangent from the 12° curve at Station 2208+. We are reluctant to suggest anything that would increase the cost materially on relatively low traffic secondaries. However, the hazard factor in such an abrupt change from a high speed section in flat topography to a low speed section in heavy topography in our opinion warrants further consideration. Would it not be feasible to extend the regrading section a short distance and reduce the curvature on the first 10° curve to from 4° to 6° and on the second 16° curve to say 10° or 12°? If some such change as this can be made without materially increasing the cost, a much smoother transition will be available from the long tangent to the curvature and grades extending from Station 0+00 northeasterly to the end of the project.

It is our understanding that Mr. Davis will take this matter up with your organization. We feel sure that the increased safety

RECEIVED
SEP 7 1948
OREGON
STATE HIGHWAY COMMISSION

made possible by the suggested changes will indicate to you their desirability if they do not increase the cost too substantially.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

Encls.

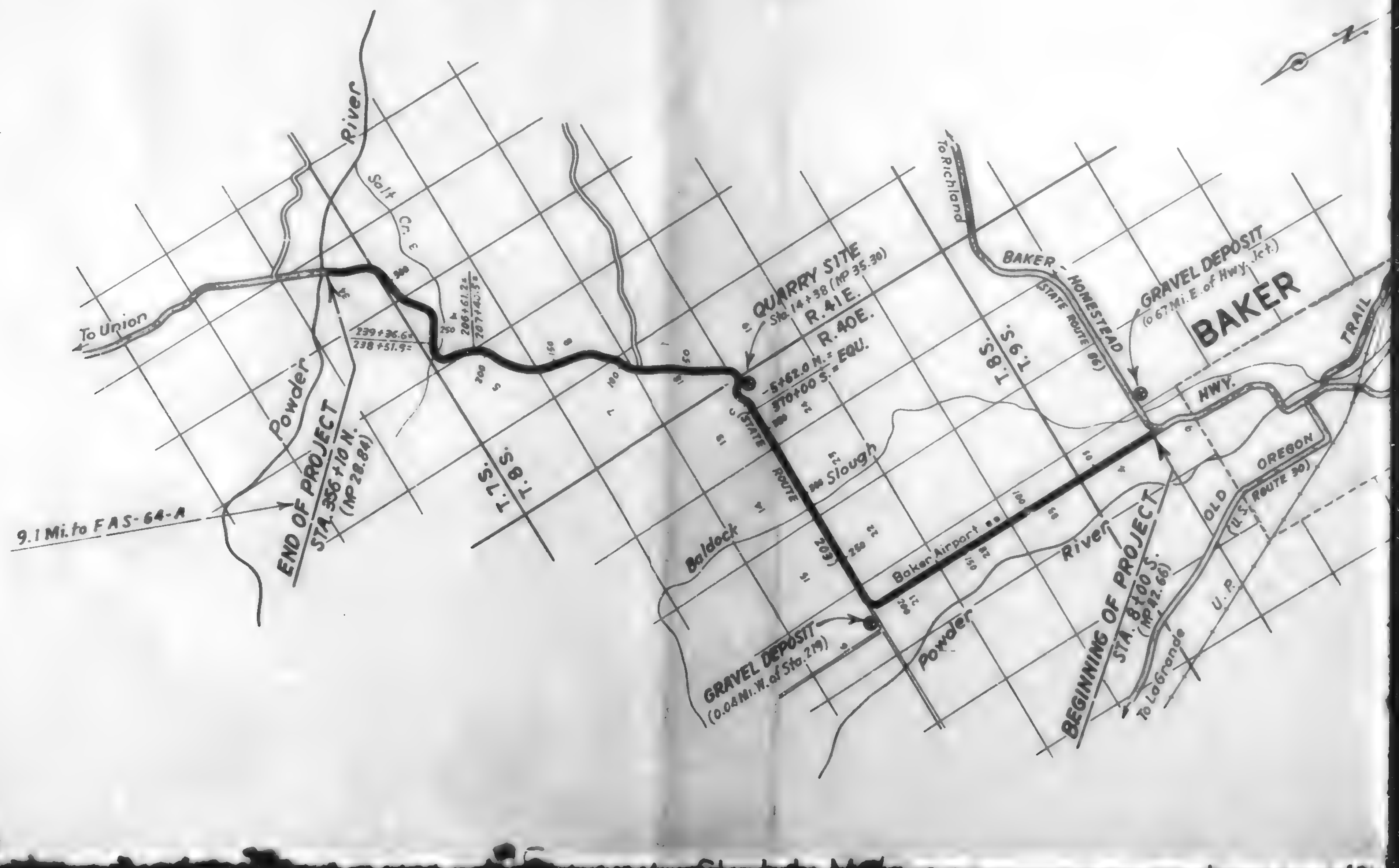
Bridges
Trees
HANDLER, Commissioner
CHIEF WESTERN DIVISION
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary and Typical Sections
3-12	Plan and Profile

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT
MILES BRIDGE - BAKER SECTION
MEDICAL SPRINGS HIGHWAY
BAKER COUNTY

April, 1946
Aug., 1948



CONVENTIONAL SIGNS

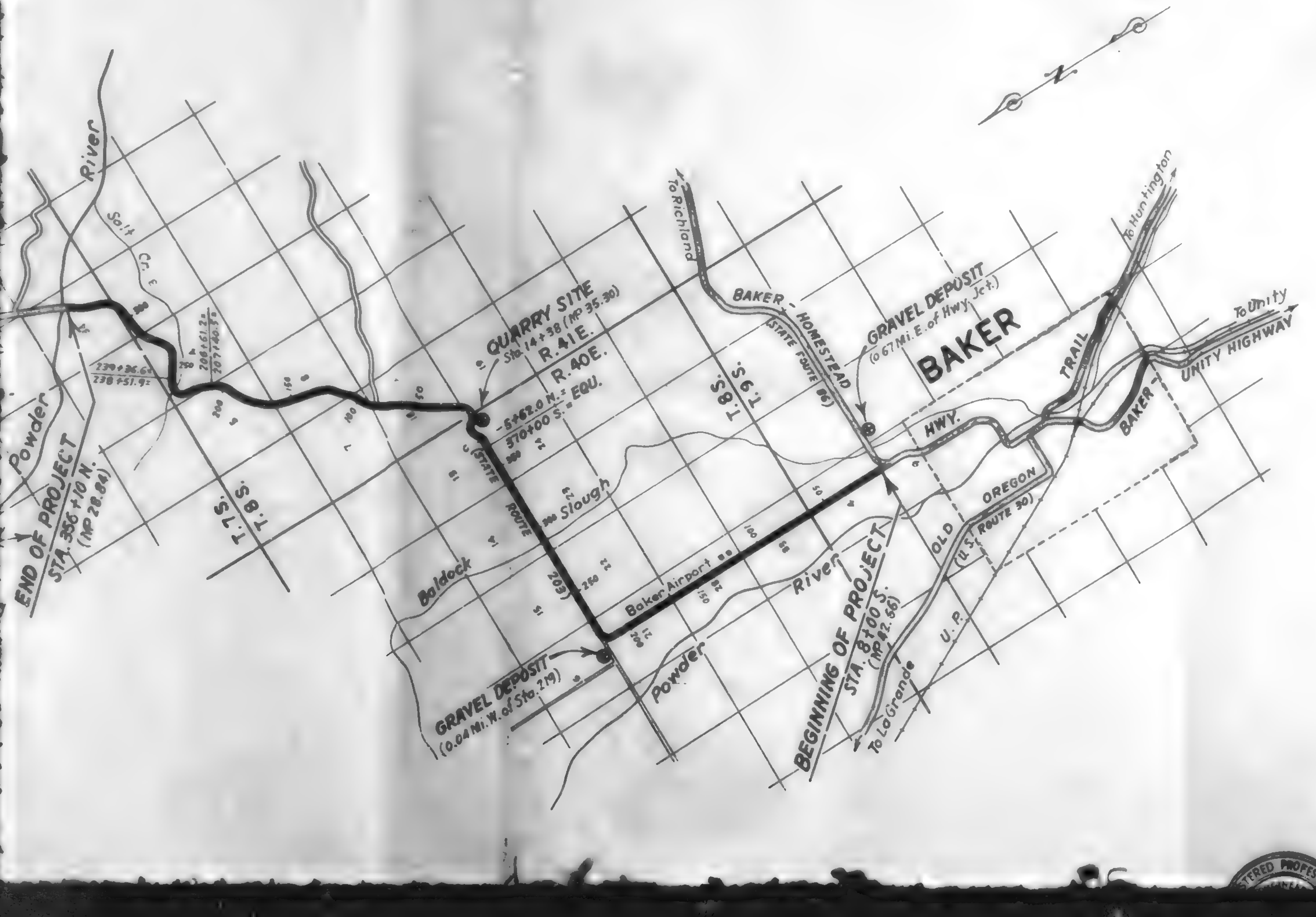
State Line
County Line
City or Town Limits
Township Line
Section Line
Donation Land Claim Line
Fence Line
Guard Rail
Unfenced Property or Right of Way Line

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT
MILES BRIDGE - BAKER SECTION
MEDICAL SPRINGS HIGHWAY
BAKER COUNTY

April, 1946
Aug., 1948

MILES BRIDGE - BAKER SECTION MEDICAL SPRINGS HIGHWAY BAKER COUNTY				SHEET No.
				1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-64(2)		See Index

Bidders Plans, Sheets 1 to 9 incl.

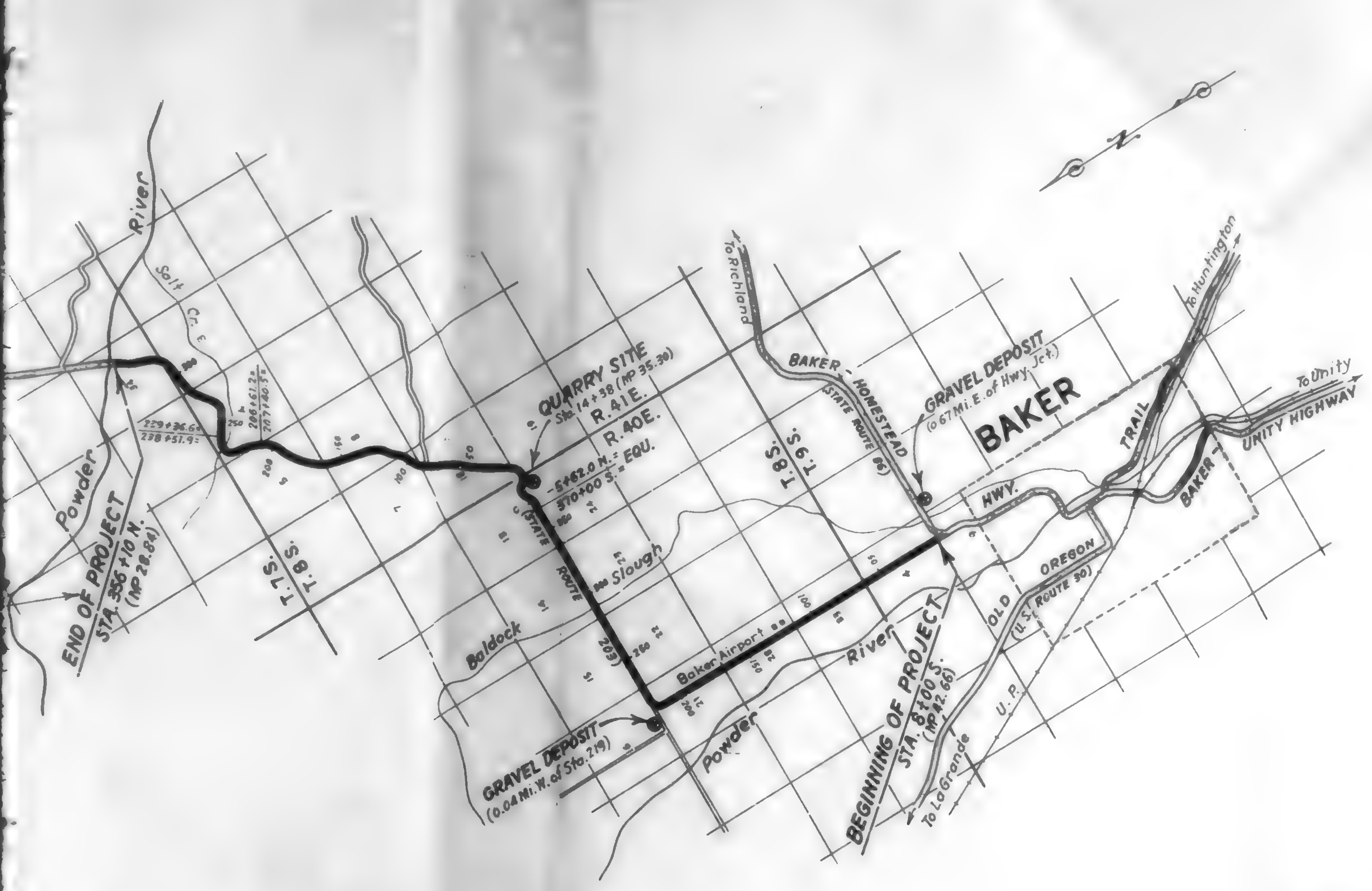


R H Baldock
STATE HIGHWAY ENGINEER

DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

MEDICAL SPRINGS HIGHWAY
BAKER COUNTY

April, 1946
Aug. 1948



Sketch Map

Scale 0 1 2 Miles

R H Baldock
STATE HIGHWAY ENGINEER

REGISTERED PROFESSIONAL ENGINEER
157
R H Baldock
OREGON
NOV. 8, 1919
R. H. BALDOCK

DISTRICT ENGINEER PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY

DIVISION ENGINEER PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY

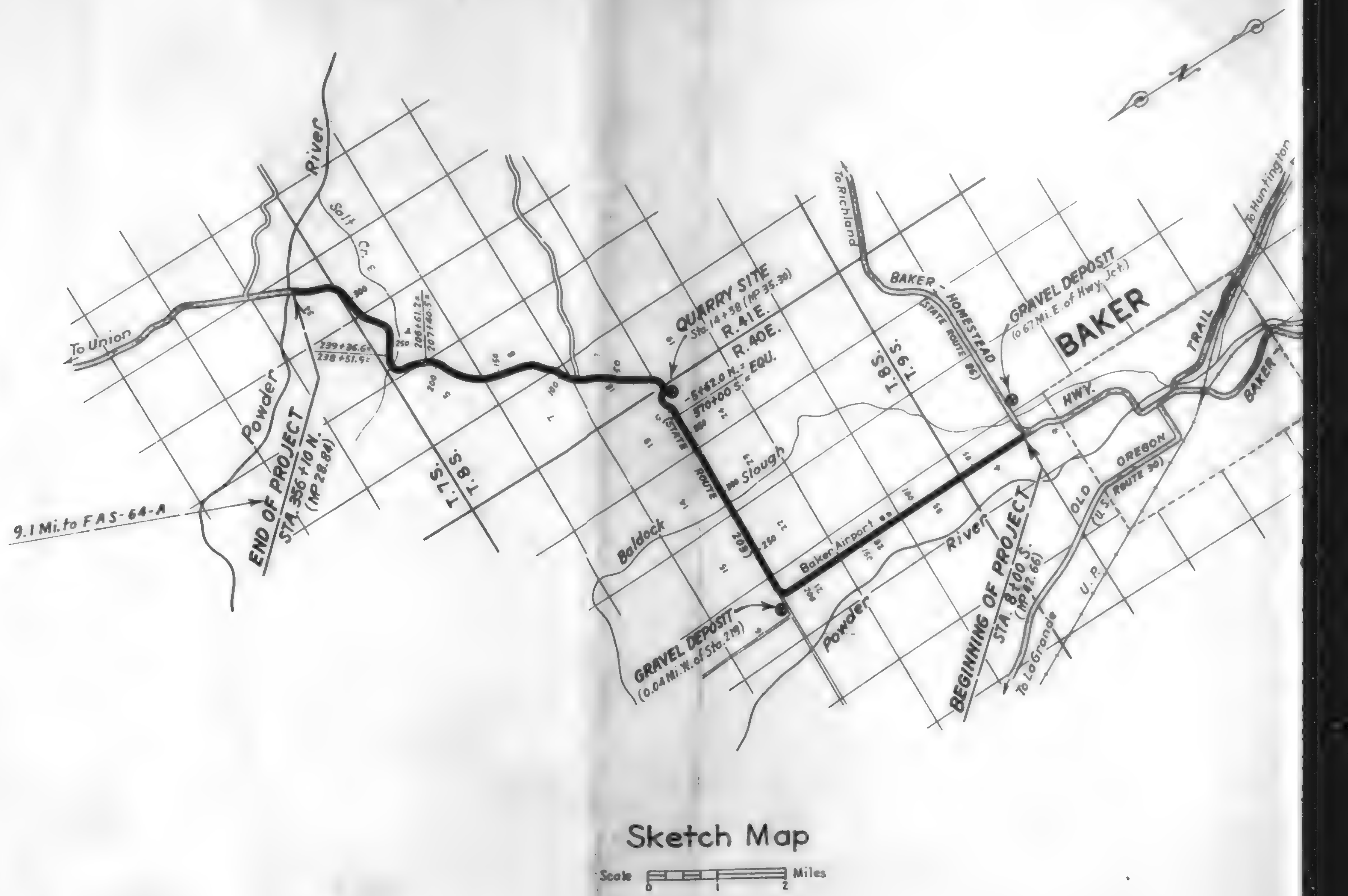
CHIEF WESTERN DIVISION PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY

STATE HIGHWAY COMMISSION

T. H. BANFIELD,	Chairman
ARTHUR W. SCHAUPP,	Commissioner
BEN R. CHANDLER,	Commissioner

MEDICAL SPRINGS HIGHWAY
BAKER COUNTY

April, 1946
Aug., 1948



Sketch Map

CONVENTIONAL SIGNS

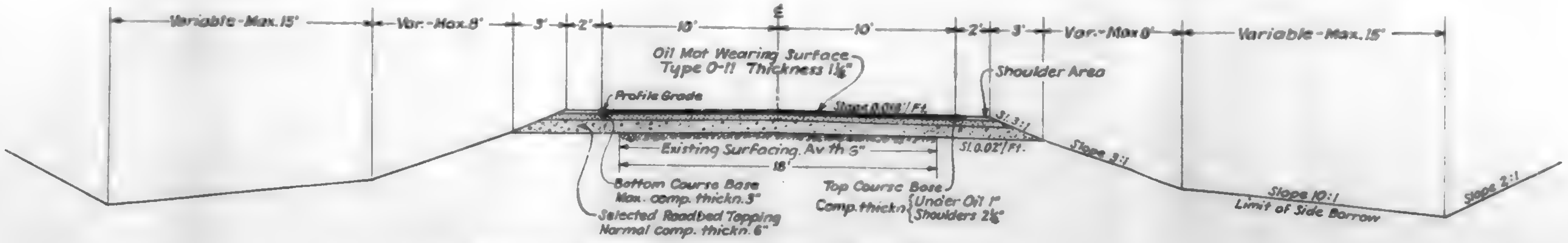
- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

T. H.
ARTH
BEN R.

SUMMARY

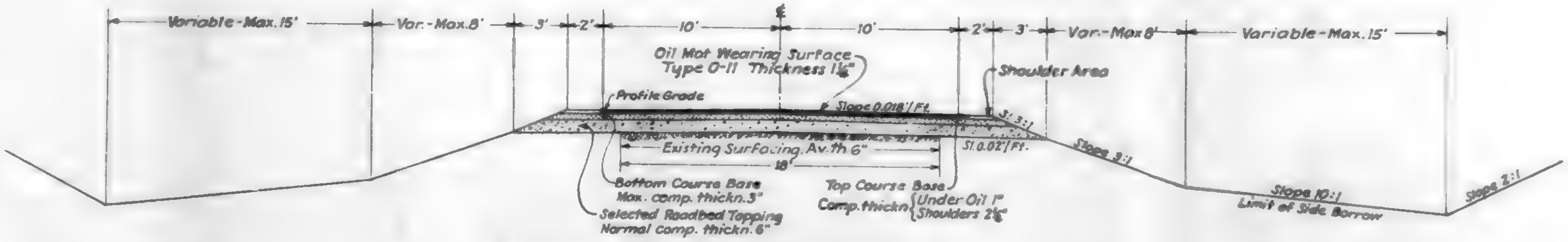
Total Length of F.A. Project 13.686 miles.

ITEM	UNIT	MILE								NET QUANTITY	ALLOWANCE	TOTAL	REMARKS	
		43	42	41	40	39	38	37	36					
Clearing and Grubbing	All									All		All		
Trench Excavation, unclassified	Cu.Yd.	128	38	304	16	32	154	9		681	69	750		
General " "	" "	3,045	5,447	6,979	11,352	9,093	6,627	5,380	947	48,870	3,130	52,000		
Short Overhaul	Yd.Sta.	2,549	1,524	1,946	4,812	13,234	2,896	434		27,413	2,587	30,000		
Long "	C-Yd.Sta.	49	6	25	90	163	7			340	30	370		
Finishing Roadbed and Slopes	Mile	0.66	1	1	1	1	1	1	0.19	6.85		6.85		
12" Corr. Metal Pipe	Lin.Ft.						120	57		177	23	200		
18" " " "	" "	6				12	82	73		173	17	190		
21" " " "	" "				16					16	4	20		
24" " " "	" "	30	12	56	6	78	6			188	22	210		
36" " " "	" "						22			22	4	26		
36" Arch Type Corr. Metal Pipe	" "				16					16	4	20		
Salvaging Culvert Pipe	" "	15	204	73	24	54				370	30	400		
Selected Roadbed Topping	Cu.Yd.									23,701	2,299	26,000		
Hauling Roadbed Topping	Yd.Mi.									39,254	3,746	43,000		
Stripping Topping Mat'l. Pits	Cu.Yd.									6,000	600	6,600		
1½"-0" Rock in Base	" "									11,263	1,137	12,400		
¾"-0 Rock in Base and Shoulders	" "									4,391	409	4,800		
Sprinkling	M-Gals.									734	66	800		
Preparation of Base	Mile									13.69		13.69		
Furnishing and Placing Aggregates	Cu.Yd.									8,092	408	8,500		
Furnishing and Placing 151-200 Asphalt	Ton									607	53	660		
Furn. and Placing Emulsified Asph.	"									148	22	170		


Variable-Max. 15'
Var.-Max. 8'
3'
2'
10'
℄
10'
2'
3'
Var.-Max 8'
Variable-Max. 15'
Oil Mat Wearing Surface Type O-11 Thickness 1½"
Shoulder Area
Profile Grade
Slope 0.018'/Ft.
Sl. 3:1
Existing Surfacing. Av. th. 5"
Sl. 0.02'/Ft.
18'
Slope 3:1
Bottom Course Base Max. comp. thickn. 3"
Top Course Base Comp. thickn. {Under Oil 1" / Shoulders 2½"
Selected Roadbed Topping Normal comp. thickn. 6"
Slope 10:1
Limit of Side Borrow
Slope 2:1
Min. 2'

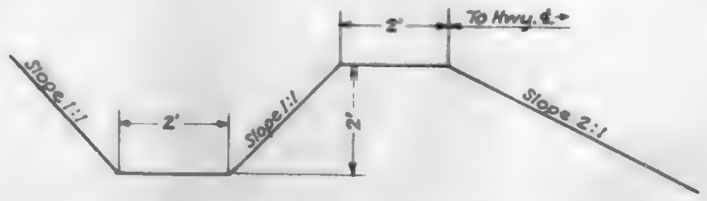
Grading, Surfacing and Oiling Section
Sta. 8+00S. to Sta. 370+00S=-5+62N.

Trench Excavation, Unclassified	Cu.Yd.	128	38	304	[illegible]	[illegible]	154	9		687	[illegible]	750		
General " "	" "	3,045	5,447	6,979	11,352	9,093	6,627	5,380	947	48,870	3,130	52,000		
Short Overhaul	Yd.Sta.	2,549	1,524	1,946	4,812	13,234	2,896	434		27,413	2,587	30,000		
Long "	C-Yd.Sta.	49	6	25	90	163	7			340	30	370		
Finishing Roadbed and Slopes	Mile	0.66	1	1	1	1	1	1	0.19	6.85		6.85		
12" Corr. Metal Pipe	Lin.Ft.						120	57		177	23	200		
18" " " "	" "	6				12	82	73		173	17	190		
21" " " "	" "				16					16	4	20		
24" " " "	" "	30	12	56	6	78	6			188	22	210		
36" " " "	" "						22			22	4	26		
36" Arch Type Corr. Metal Pipe	" "				16					16	4	20		
Salvaging Culvert Pipe	" "	15	204	73	24	54				370	30	400		
Selected Roadbed Topping	Cu.Yd.									23,701	2,299	26,000		
Hauling Roadbed Topping	Yd.Mi.									39,254	3,746	43,000		
Stripping Topping Mat'l. Pits	Cu.Yd.									6,000	600	6,600		
1½"-0" Rock in Base	" "									11,263	1,137	12,400		
¾"-0 Rock in Base and Shoulders	" "									4,391	409	4,800		
Sprinkling	M-Gals.									734	66	800		
Preparation of Base	Mile									13.69		13.69		
Furnishing and Placing Aggregates	Cu.Yd.									8,092	408	8,500		
Furnishing and Placing 151-200 Asphalt	Ton									607	53	660		
Furn. and Placing Emulsified Asph.	"									148	22	170		

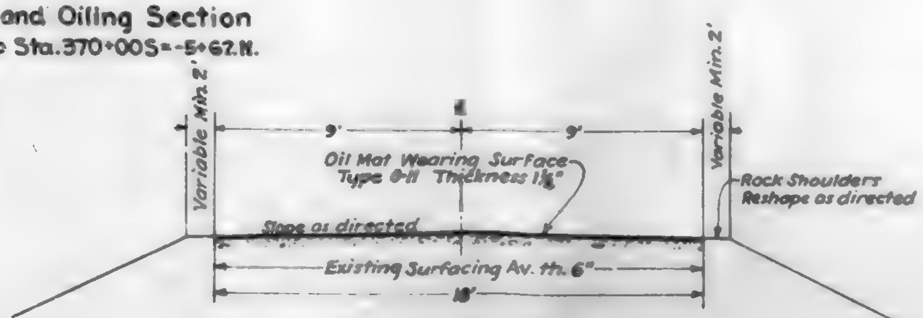


Variable - Max. 15'
Var. - Max. 8'
3'
2'
10'
℄
10'
2'
3'
Var. - Max. 8'
Variable - Max. 15'
Oil Mat Wearing Surface Type O-11 Thickness 1½"
Shoulder Area
Profile Grade
Slope 0.018'/Ft.
Existing Surfacing Av. th. 6"
18'
Sl. 0.02'/Ft.
3:1
Slope 3:1
Bottom Course Base Max. comp. thickn. 3"
Selected Roadbed Topping Normal comp. thickn. 6"
Top Course Base Comp. thickn. Under Oil 1" Shoulders 2½"
Slope 10:1 Limit of Side Borrow
Slope 2:1

Grading, Surfacing and Oiling Section
Sta. 8+00 S. to Sta. 370+00 S. = -5+62 N.



Typical Section for Irrigation Ditch



Variable Min. 2'
℄
9'
9'
Variable Min. 2'
Oil Mat Wearing Surface Type O-11 Thickness 1½"
Rock Shoulders Reshape as directed
Slope as directed
Existing Surfacing Av. th. 6"
18'

Re-Oiling Section
Sta. -5+62 N. to Sta. 356+10 N.

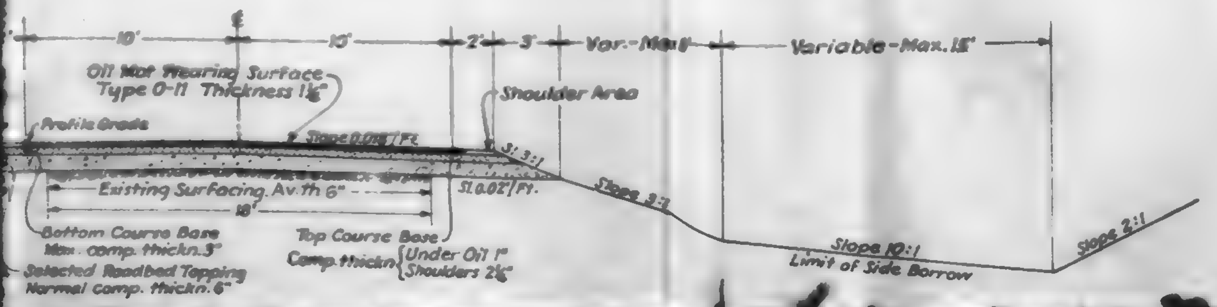
MILES BRIDGE-BAKER SECTION
MEDICAL SPRINGS HIGHWAY
BAKER COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	S-64(2)		2	see index

SUMMARY

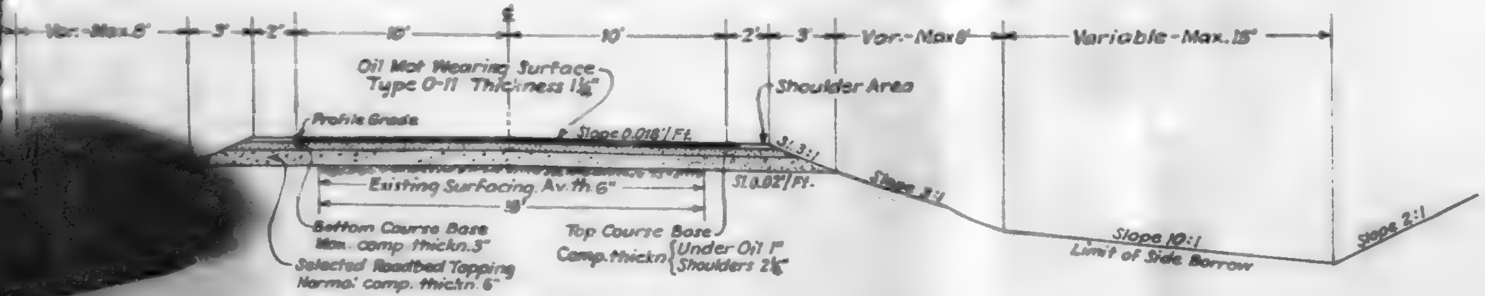
Total Length of F.A. Project 13.686 miles.

	MILE						NET QUANTITY	ALLOWANCE	TOTAL	REMARKS
	41	40	39	38	37	36				
							All		All	
9	304	16	32	154	9		681	69	750	
47	6,979	11,352	9,093	6,627	5,380	947	48,870	3,130	52,000	
24	1,946	4,812	13,234	2,896	434		27,413	2,587	30,000	
6	25	90	163	7			340	30	370	
1	1	1	1	1	1	0.19	6.85		6.85	
				120	57		177	23	200	
			12	82	73		173	17	190	
		16					16	4	20	
2	56	6	78	6			188	22	210	
				22			22	4	26	
		16					16	4	20	
04	13	24	54				370	30	400	
							23,701	2,299	26,000	
							39,254	3,746	43,000	
							6,000	600	6,600	
							11,263	1,137	12,400	
							4,391	409	4,800	
							734	66	800	
							13.69		13.69	
							8,092	408	8,500	
							607	53	660	
							148	22	170	

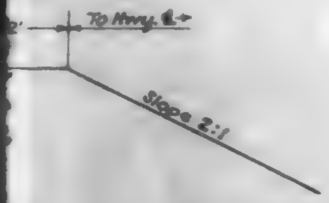

10'
℄
15'
2'
3'
Var.-Max. 8'
Variable-Max. 15'
Oil Mat Wearing Surface-Type O-11 Thickness 1½"
Shoulder Area
Profile Grade
Slope 0.02'/Ft.
Existing Surfacing. Av. Th. 6"
18'
Sl. 0.02'/Ft.
3:1
Slope 3:1
Bottom Course Base Max. comp. thickn. 3"
Top Course Base Comp. thickn. Under Oil 1" Shoulders 2½"
Selected Roadbed Topping Normal comp. thickn. 6"
Slope 10:1
Limit of Side Borrow
Slope 2:1

Total Length of F.A. Project 13.686 miles.

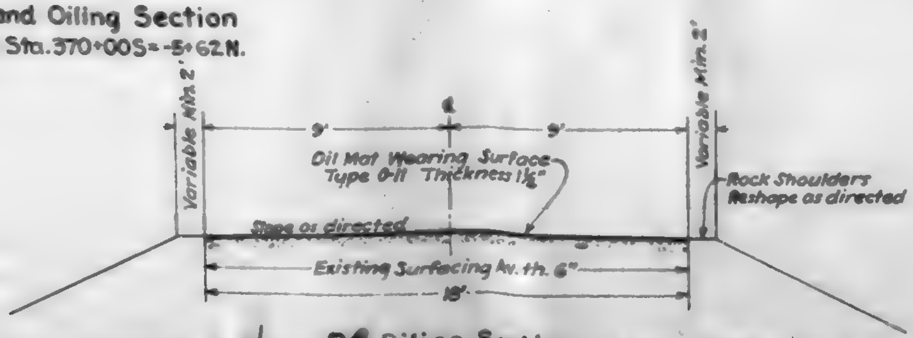
UNIT	MILE								NET QUANTITY	ALLOWANCE	TOTAL	REMARKS	
	43	42	41	40	39	38	37	36					
All									All		All		
Cu.Yd.	128	38	304	16	32	154	9		681	69	750		
" "	3,045	5,447	6,979	11,352	9,093	6,627	5,380	947	48,870	3,130	52,000		
Yd.Sta.	2,549	1,524	1,946	4,812	13,234	2,896	434		27,413	2,587	30,000		
C-Yd.Sta.	49	6	25	90	163	7			340	30	370		
Mile	0.66	1	1	1	1	1	1	0.19	6.85		6.85		
Lin.Ft.						120	57		177	23	200		
" "	6				12	82	73		173	17	190		
" "				16					16	4	20		
" "	30	12	56	6	78	6			188	22	210		
" "						22			22	4	26		
" "				16					16	4	20		
" "	15	204	73	24	54				370	30	400		
Cu.Yd.									23,701	2,299	26,000		
Yd Mi.									39,254	3,746	43,000		
Cu.Yd.									6,000	600	6,600		
" "									11,263	1,137	12,400		
" "									4,391	409	4,800		
M-Gals.									734	66	800		
Mile									13.69		13.69		
Cu.Yd.									8,092	408	8,500		
Ton									607	53	660		
"									148	22	170		


Var.-Max.8'
3'
2'
10'
℄
10'
2'
3'
Var.-Max.8'
Variable-Max.15'
Oil Mat Wearing Surface Type O-11 Thickness 1½"
Shoulder Area
Profile Grade
℄ Slope 0.018'/Ft.
3:1
Existing Surfacing Av.th.6"
18'
Sl.0.02'/Ft.
Slope 3:1
Bottom Course Base Min. comp. thickn. 3"
Selected Roadbed Topping Normal comp. thickn. 6"
Top Course Base Comp. thickn {Under Oil 1" Shoulders 2½"}
Slope 10:1
Limit of Side Borrow
Slope 2:1

Grading, Surfacing and Oiling Section
Sta.8+00S. to Sta.370+00S=-5+62N.

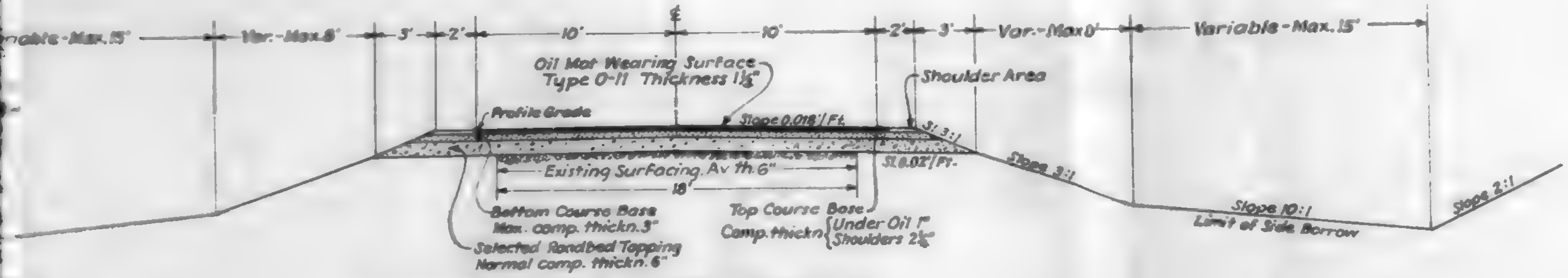


rigation Ditch


Variable Min. 2'
9'
℄
9'
Variable Min. 2'
Oil Mat Wearing Surface Type O-11 Thickness 1½"
Rock Shoulders Reshape as directed
Slope as directed
Existing Surfacing Av. th. 6"
18'

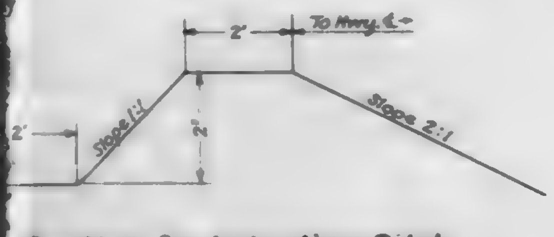
Re-Oiling Section

rubbing	All									All		All		
ion, unclassified	Cu.Yd.	128	38	304	16	32	154	9		68	69	750		
"	" "	3,045	5,447	6,979	11,352	9,093	6,627	5,380	947	46,870	3,130	52,000		
	Yd.Sta.	2,549	1,524	1,946	4,812	13,234	2,896	434		27,413	2,587	30,000		
	C-Yd.Sta	49	6	25	90	163	7			340	30	370		
ed and Slopes	Mile	0.66	1	1	1	1	1	1	0.19	6.85		6.85		
Pipe	Lin. Ft.						120	57		177	23	200		
"	" "	6				12	82	73		173	17	190		
"	" "				16					16	4	20		
"	" "	30	12	56	6	78	6			188	22	210		
"	" "						22			22	4	26		
Metal Pipe	" "				16					16	4	20		
ert Pipe	" "	15	204	73	24	54				370	30	400		
ed Topping	Cu.Yd.									23,701	2,299	26,000		
d Topping	Yd Mi.									39,254	3,746	43,000		
g Mat'l. Pits	Cu.Yd.									6,000	600	6,600		
n Base	" "									11,263	1,137	12,400		
se and Shoulders	" "									4,391	409	4,800		
	M-Gals.									734	66	800		
Base	Mile									13.69		13.69		
Placing Aggregates	Cu.Yd.									8,092	408	8,500		
ing 151-200 Asphalt	Ton									607	53	660		
Emulsified Asph.	"									148	22	170		

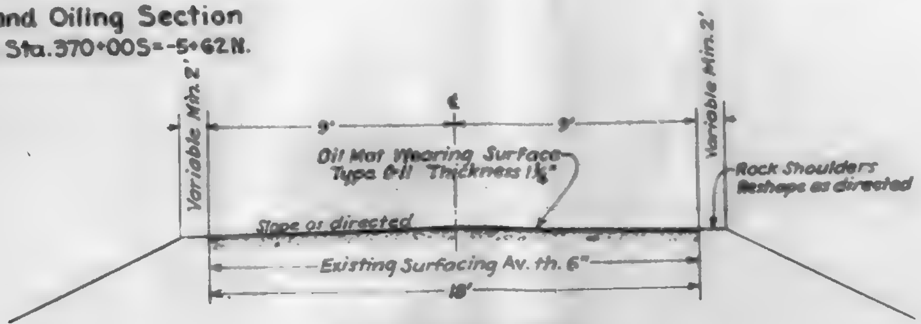


riable-Max. 15'
Var.-Max. 8'
3'
2'
10'
℄
10'
2'
3'
Var.-Max. 0'
Variable-Max. 15'
Oil Mat Wearing Surface Type O-11 Thickness 1½"
Shoulder Area
Profile Grade
Slope 0.018'/Ft.
Sl. 3:1
Sl. 0.02'/Ft.
Existing Surfacing Av. th. 6"
18'
Slope 3:1
Slope 10:1
Limit of Side Borrow
Slope 2:1
Bottom Course Base Max. comp. thickn. 3"
Selected Roadbed Topping Normal comp. thickn. 6"
Top Course Base Comp. thickn. {Under Oil 1" Shoulders 2½"

Grading, Surfacing and Oiling Section
Sta. 8+00 S. to Sta. 370+00 S. = -5+62 N.

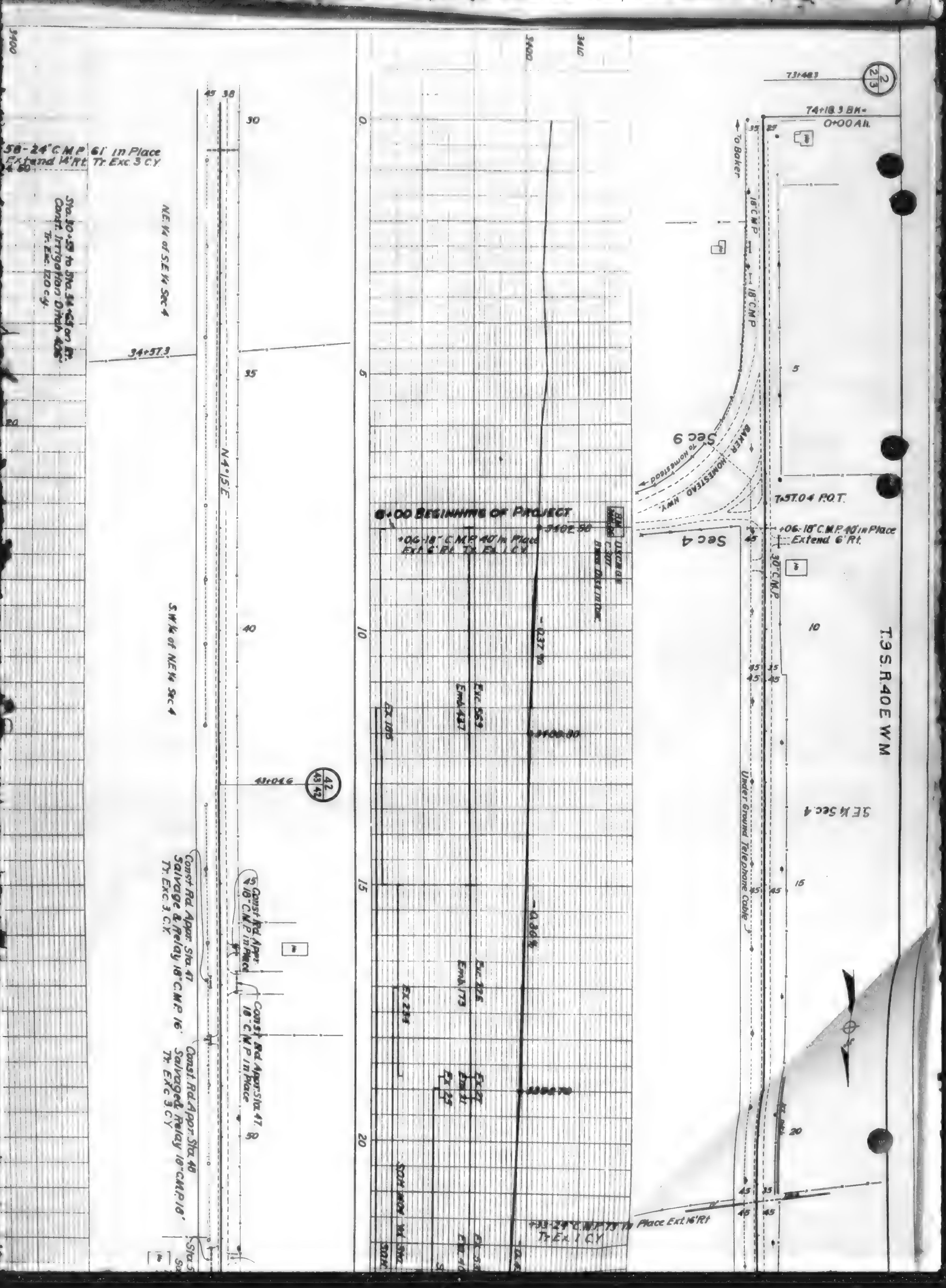


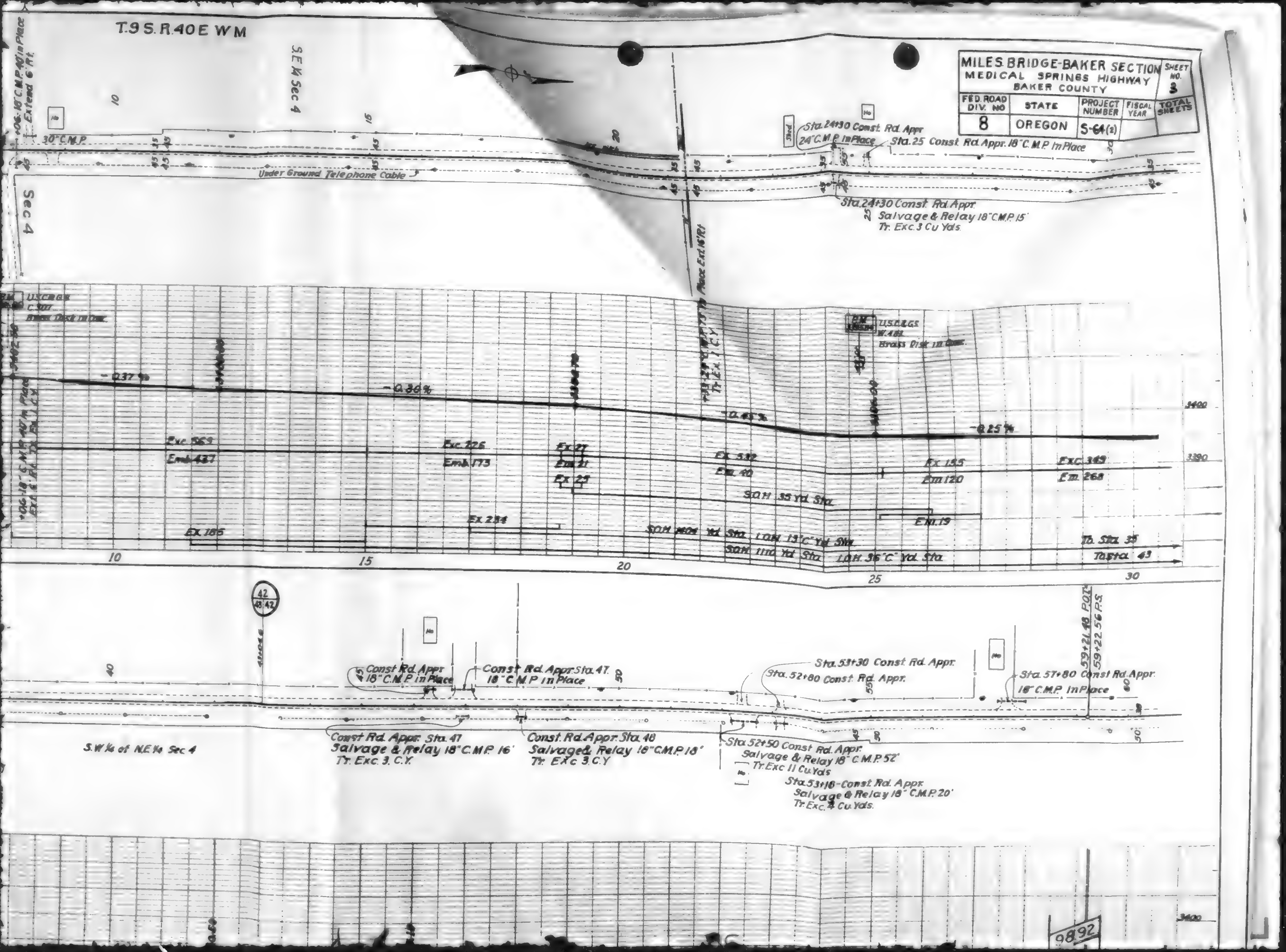
Section for Irrigation Ditch



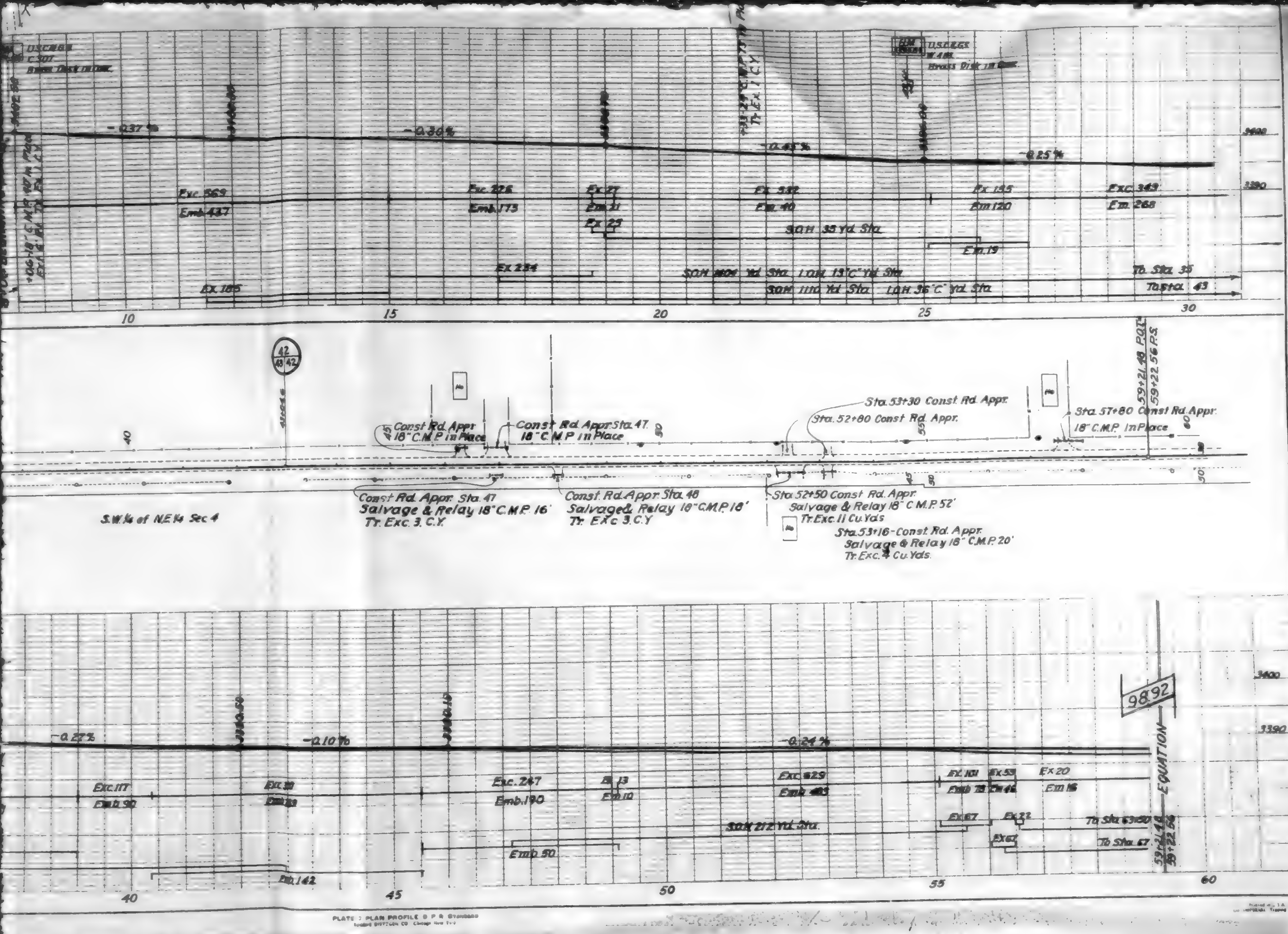
Variable Min. 2'
9'
℄
9'
Variable Min. 2'
Oil Mat Wearing Surface Type O-11 Thickness 1½"
Rock Shoulders Reshape as directed
Slope as directed
Existing Surfacing Av. th. 6"
18'

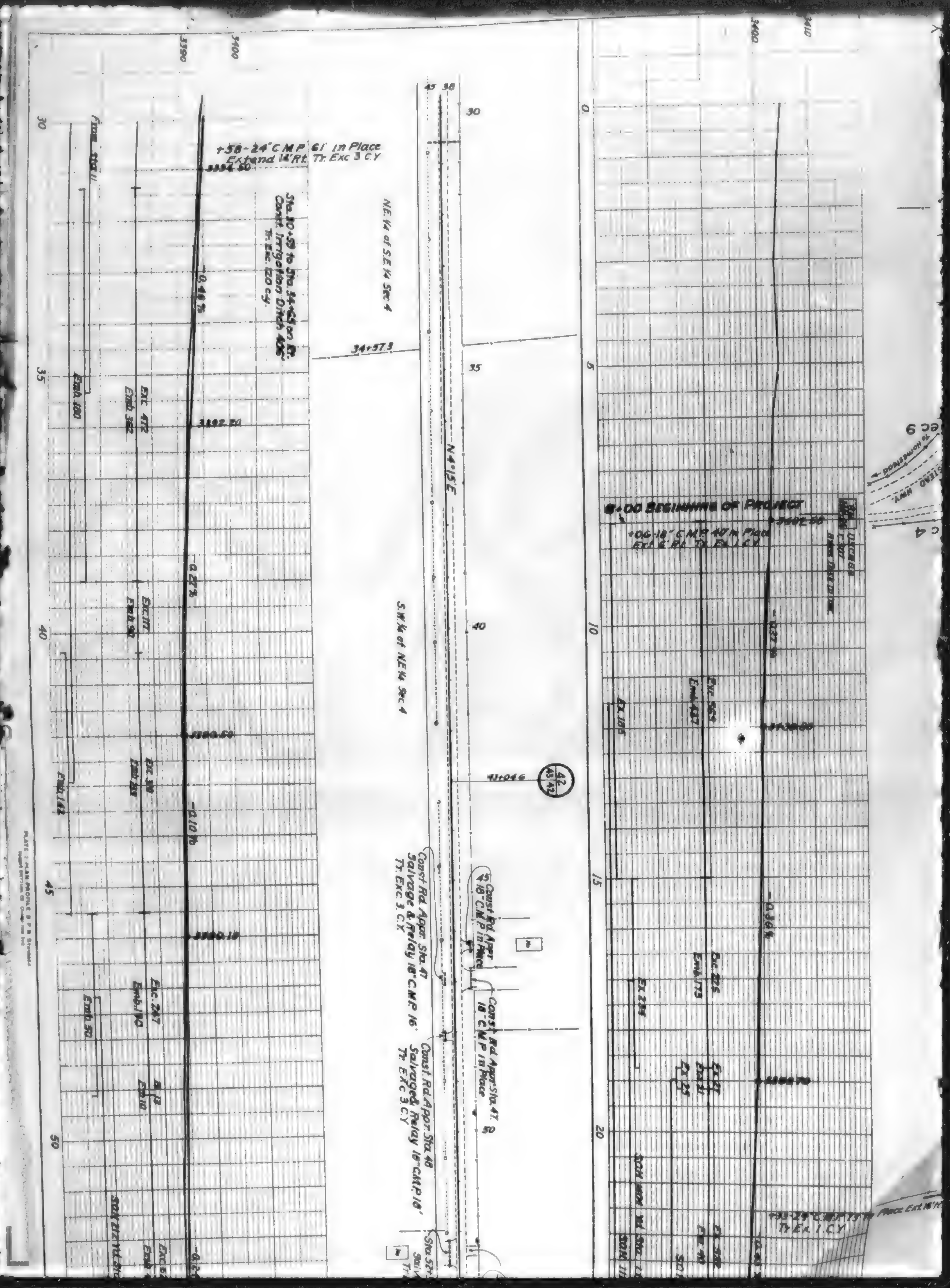
Re-Oiling Section
Sta. -5+62 N. to Sta. 356+10 N.

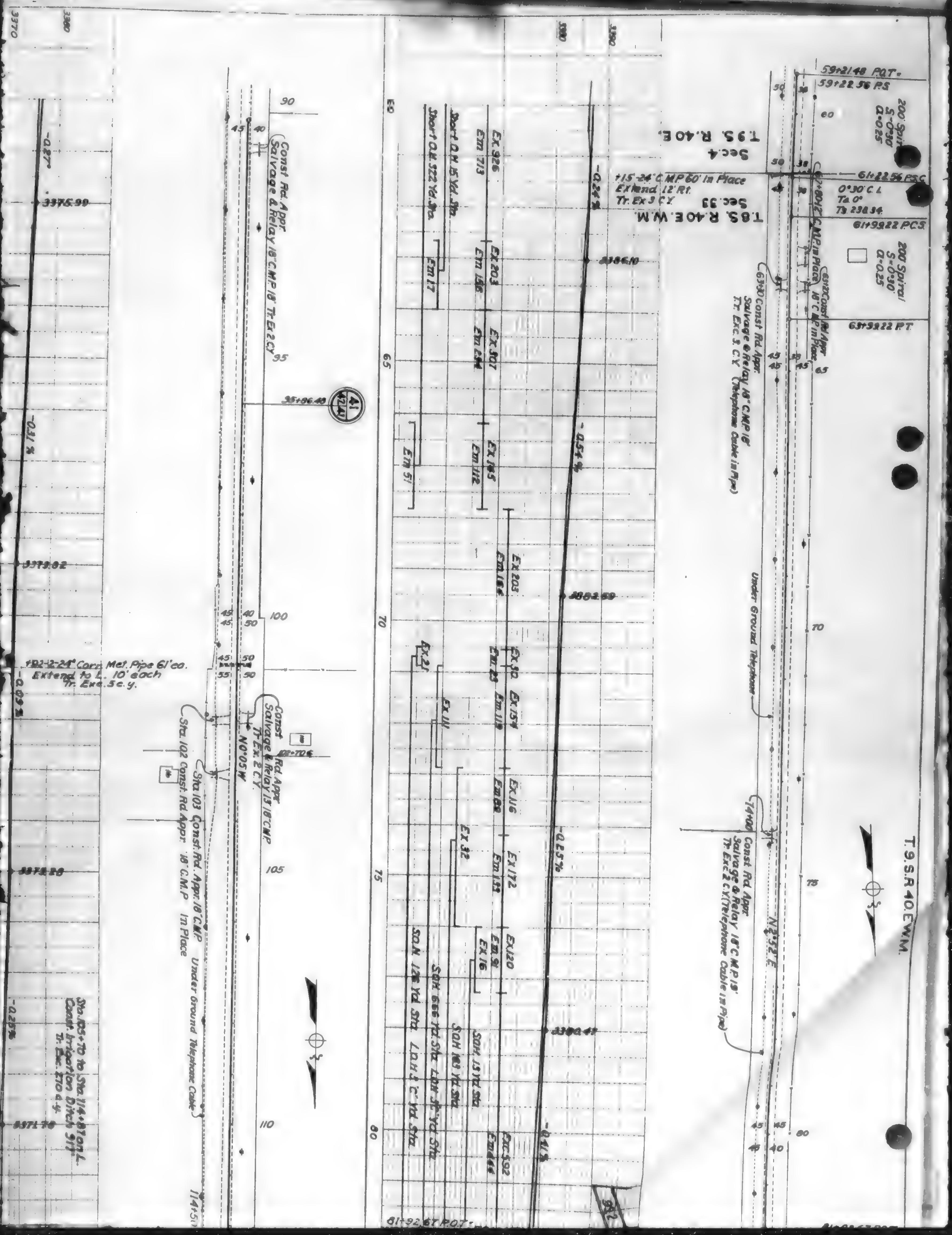

3400
3410
3400
58-24" C.M.P. 61' in Place
Extend 14' Rt. Tr. Exc. 3 C.Y.
+50
Sta. 30+59 to Sta. 34+43 on Rt.
Const. Irrigation Ditch 406'
Tr. Exc. 120 c.y.
20
45
38
30
35
40
45
50
N.E. ¼ of S.E. ¼ Sec 4
34+57.3
N 4°15' E
S.W. ¼ of N.E. ¼ Sec 4
43+04.6
42
43 | 42
Const. Rd. Appr.
45 18" C.M.P. in Place
Const. Rd. Appr. Sta. 47.
18" C.M.P. in Place
50
Const. Rd. Appr. Sta. 47
Salvage & Relay 18" C.M.P. 16'
Tr. Exc. 3 C.Y.
Const. Rd. Appr. Sta. 48
Salvage & Relay 18" C.M.P. 18'
Tr. Exc. 3 C.Y.
Sta. 5
0
5
10
15
20
0+00 BEGINNING OF PROJECT
3402.50
+06-18" C.M.P. 40' in Place
Ext. 6' Rt. Tr. Ex. 1 C.Y.
B.M.
C.307
- 0.37 %
Ex. 185
Exc. 569
Emb. 437
3400.80
- 0.36 %
Ex. 284
Exc. 226
Emb. 173
Exc. 27
Emb. 21
Ex. 24
+33-24" C.M.P. 75' in Place Ext. 16' Rt
Tr. Ex. 1 C.Y.
73+48.3
2
2 | 3
74+18.3 Bk =
0+00 Ah.
To Baker
35
25
18" C.M.P.
18" C.M.P.
5
Sec 9
BAKER - HOMESTEAD HWY.
To Homestead
7+57.04 P.O.T.
Sec 4
45
+06-18" C.M.P. 40' in Place
Extend 6' Rt.
30" C.M.P.
10
45
35
45
45
T.9S. R.40E. W.M.
Under Ground Telephone Cable
S.E. ¼ Sec 4
45
45
15
20
45
35
45
45

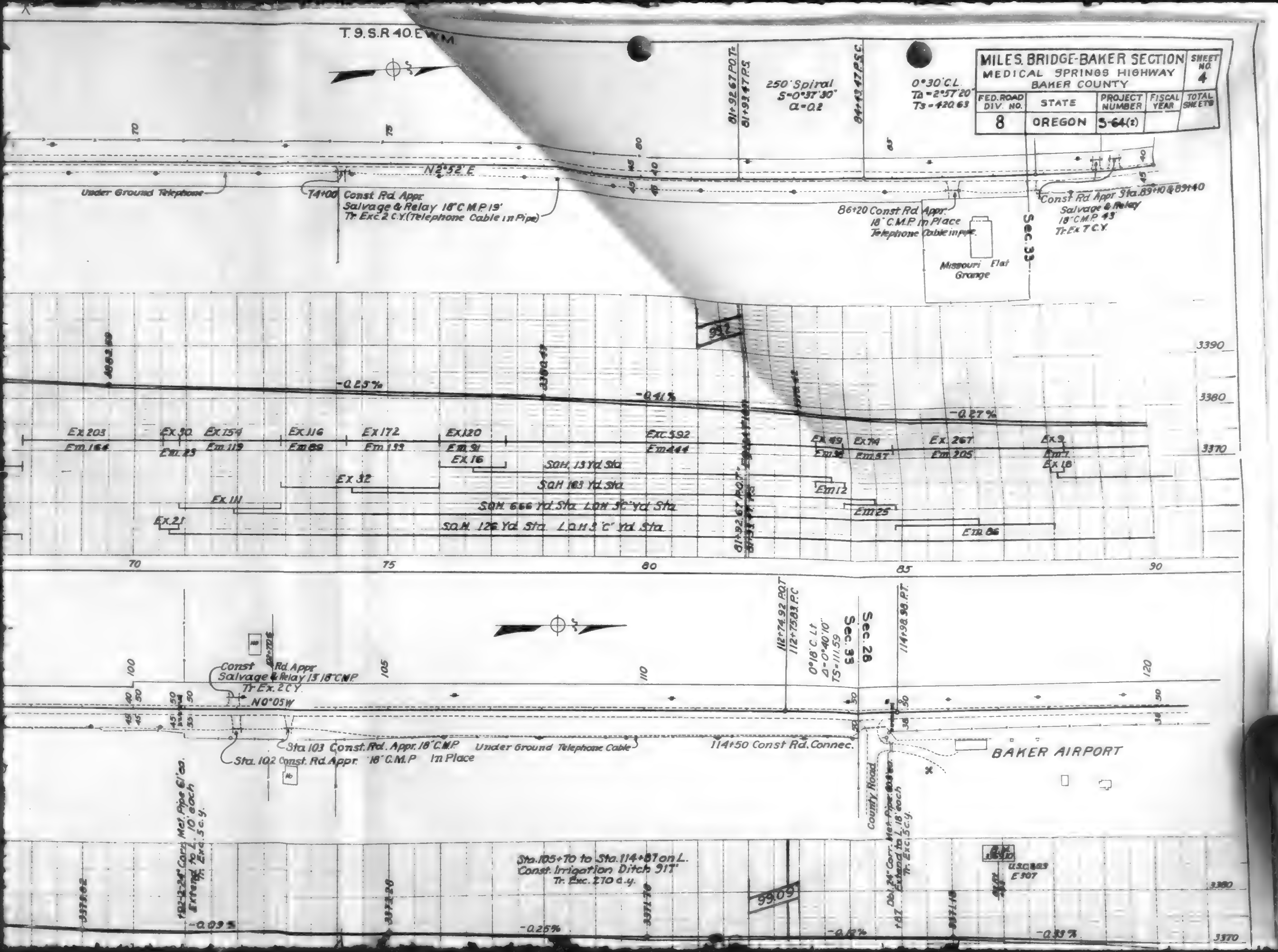

T.9 S. R.40 E W M
S.E ¼ Sec 4
Sec 4
+06-18" C.M.P. 40' in Place Extend 6' Rt.
30" C.M.P.
Under Ground Telephone Cable
Shed
Sta. 24+30 Const. Rd. Appr. 24" C.M.P. In Place
Sta. 25 Const. Rd. Appr. 18" C.M.P. In Place
Sta. 24+30 Const. Rd. Appr. Salvage & Relay 18" C.M.P. 15' Tr. Exc. 3 Cu Yds.
+33-24" C.M.P. 73' In Place Ext. 16' Rt Tr. Ex. 1 C.Y.
+06-18" C.M.P. 40' In Place Ext. 6' Rt. Tr. Ex. 1 C.Y.
B.M. U.S.C.&G.S. C.307 Brass Disk in Conc.
B.M. U.S.C.&G.S. W.481 Brass Disk in Conc.
3402.58
−0.37 %
−0.30 %
−0.45 %
−0.25 %
Exc. 569
Emb. 437
Exc. 226
Emb. 173
Ex. 27
Em. 21
Ex. 25
Ex. 532
Em. 40
Ex. 155
Em. 120
Exc. 349
Em. 268
Ex. 185
Ex. 234
S.O.H. 35 Yd. Sta.
Em. 19
S.O.H. 1404 Yd. Sta.
L.O.H. 13 "C" Yd. Sta.
S.O.H. 1110 Yd. Sta.
L.O.H. 36 "C" Yd. Sta.
To. Sta. 35
To Sta. 43
3400
3390
10
15
20
25
30
42
43 42
40
45
50
55
60
Const. Rd. Appr. 18" C.M.P. In Place
Const. Rd. Appr. Sta. 47. 18" C.M.P. In Place
Const. Rd. Appr. Sta. 47 Salvage & Relay 18" C.M.P. 16' Tr. Exc. 3. C.Y.
Const. Rd. Appr. Sta. 48 Salvage & Relay 18" C.M.P. 18' Tr. Exc. 3 C.Y.
S.W. ¼ of N.E. ¼ Sec 4
Sta. 53+30 Const. Rd. Appr.
Sta. 52+80 Const. Rd. Appr.
Sta. 57+80 Const. Rd. Appr. 18" C.M.P. In Place
59+21.48 P.O.T.
59+22.56 P.S.
Sta. 52+50 Const. Rd. Appr. Salvage & Relay 18" C.M.P. 52' Tr. Exc 11 Cu. Yds.
Sta. 53+18 - Const. Rd. Appr. Salvage & Relay 18" C.M.P. 20' Tr. Exc. 4 Cu. Yds.
3400
98.92

MILES BRIDGE-BAKER SECTION MEDICAL SPRINGS HIGHWAY BAKER COUNTY				SHEET NO.
				3
FED. ROAD DIV. NO	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-64(2)		


U.S.C.&G.S.
C 307
Brass Disk in Conc.
+06-18" C.M.P. 40' in Place
Ex. & Rd. Tr. Ex. 1 C.Y.
-0.37%
-0.30%
-0.45%
-0.25%
+33-24" C.M.P. 73' in Place
Tr. Ex. 1 C.Y.
U.S.C.&G.S.
W 418
Brass Disk in Conc.
Exc. 569
Emb. 437
Exc. 226
Emb. 173
Ex. 27
Em. 21
Ex. 25
Ex. 332
Em. 40
Ex. 135
Em. 120
Exc. 349
Em. 268
S.O.H. 35 Yd. Sta.
Em. 19
Ex. 234
Ex. 185
S.O.H. Yd. Sta. L.O.H. 13 "C" Yd. Sta.
S.O.H. 1110 Yd. Sta. L.O.H. 36 "C" Yd. Sta.
To Sta. 35
To Sta. 43
3400
3390
10
15
20
25
30
42
43 42
40
45
50
55
60
S.W.¼ of N.E.¼ Sec. 4
Const. Rd. Appr.
18" C.M.P. in Place
Const. Rd. Appr. Sta. 47
18" C.M.P. in Place
Const. Rd. Appr. Sta. 47
Salvage & Relay 18" C.M.P. 16'
Tr. Exc. 3 C.Y.
Const. Rd. Appr. Sta. 48
Salvage & Relay 18" C.M.P. 18'
Tr. Exc. 3 C.Y.
Sta. 53+30 Const. Rd. Appr.
Sta. 52+80 Const. Rd. Appr.
Sta. 52+50 Const. Rd. Appr.
Salvage & Relay 18" C.M.P. 52'
Tr. Exc. 11 Cu. Yds.
Sta. 53+16 - Const. Rd. Appr.
Salvage & Relay 18" C.M.P. 20'
Tr. Exc. 4 Cu. Yds.
Sta. 57+80 Const. Rd. Appr.
18" C.M.P. In Place
59+21.48 P.O.T.
59+22.56 P.S.
-0.27%
-0.10%
-0.24%
Exc. 117
Emb. 90
Exc. 1
Emb. 28
Exc. 247
Emb. 190
Ex. 13
Em. 10
Exc. 629
Emb. 485
Ex. 101
Emb. 78
Ex. 53
Em. 46
Ex. 20
Em. 16
S.O.H. 272 Yd. Sta.
Ex. 67
Ex. 32
Ex. 67
To Sta. 63+00
To Sta. 67
Emb. 50
Emb. 142
98.92
EQUATION
59+21.48
59+22.56
PLATE 7 PLAN PROFILE B P R Standard


3390
3400
3400
3410
30
35
40
45
50
0
5
10
15
20
+58-24" C.M.P. 61' In Place Extend 14' Rt. Tr. Exc 3 C.Y.
3394.60
From Sta. 11
Sta. 30+59 to Sta. 34+45 Lt. Rt. Const Irrigation Ditch 406' Tr. Exc. 120 C.Y.
NE ¼ of SE ¼ Sec 4
-0.48%
34+57.3
Emb. 180
Exc. 472
Emb. 382
3392.20
N 4°15' E
0+00 BEGINNING OF PROJECT
+06-18" C.M.P. 40' In Place Ext. 6' Rt. Tr. Ex. 1 C.Y.
3402.50
-0.27%
Exc. 117
Emb. 98
S.W. ¼ of NE ¼ Sec 4
Sec 9
Sec 4
To Homestead
3390.50
Exc. 310
Emb. 155
Emb. 142
-0.10%
41+04.6
42
43 | 42
Ex. 105
Exc. 562
Emb. 437
-0.27%
3398.00
Const. Rd. Appr. Sta. 47 Salvage & Relay 18" C.M.P. 16' Tr. Exc. 3 C.Y.
Const. Rd. Appr. 18" C.M.P. In Place
Const. Rd. Appr. Sta. 47 18" C.M.P. In Place
Const. Rd. Appr. Sta. 48 Salvaged Relay 18" C.M.P. 18' Tr. Exc. 3 C.Y.
3390.15
-0.36%
Exc. 225
Emb. 173
Ex. 234
Exc. 247
Emb. 190
Emb. 90
Ex. 13
Emb. 10
Ex. 21
Emb. 21
3396.70
+93-24" C.M.P. 75' In Place Ext. 16' Rt. Tr. Ex. 1 C.Y.
Sta. 52
50
45
38
PLATE 2 PLAN PROFILE B P R STANDARD

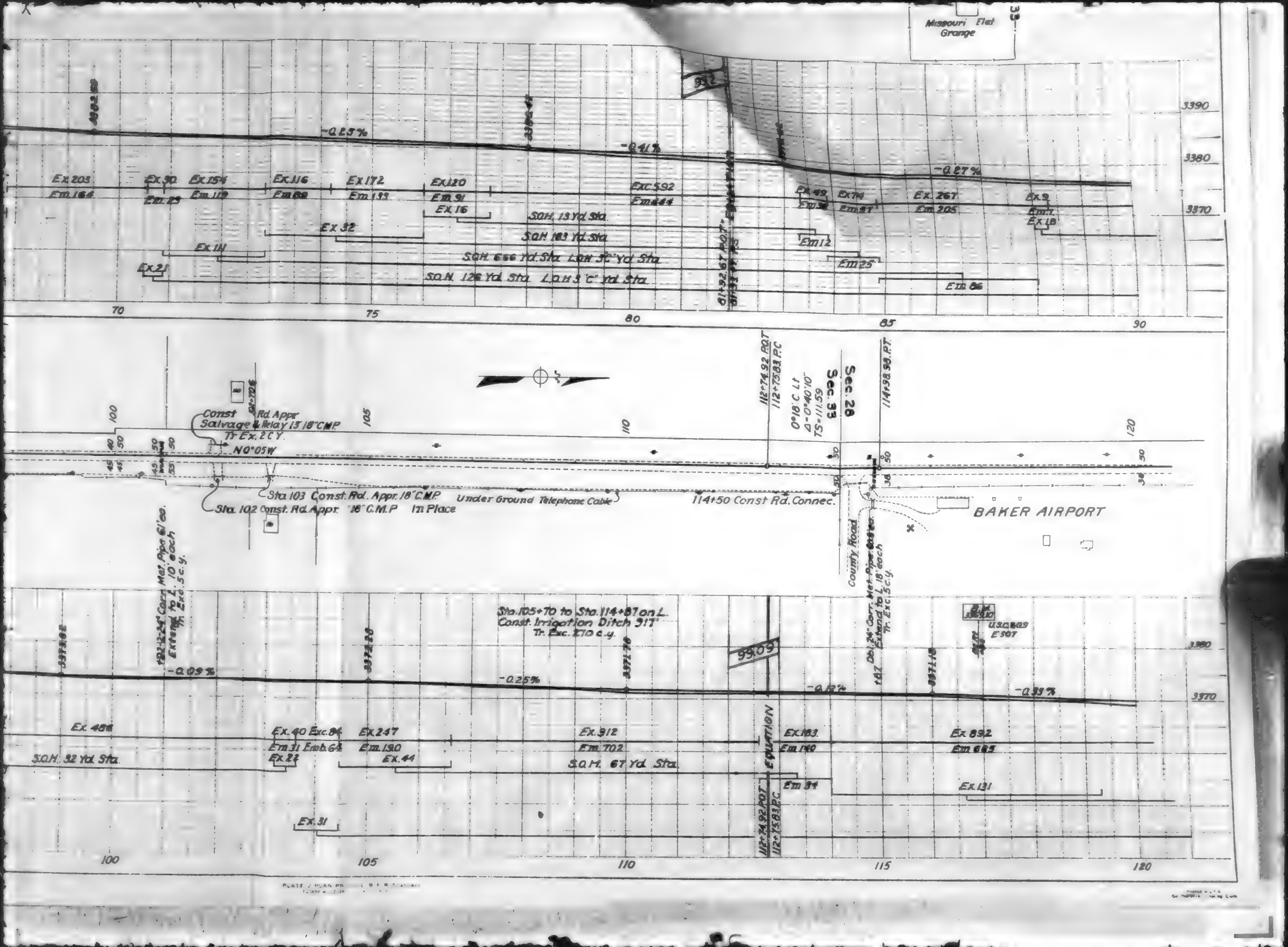

3370
3380
3380
3390
-0.87%
3375.99
-0.70%
3373.82
-0.09%
3372.28
-0.25%
3371.78
90
95
100
105
110
45
40
45
50
55
Const Rd. Appr.
Salvage & Relay 18" C.M.P. 18' Tr. Ex 2 C.Y.
95+96.43
41
42.41
+02-2-24" Corr. Met. Pipe 61' ea.
Extend to L. 10' each
Tr. Exc. 5 c.y.
Const Rd. Appr.
Salvage & Relay 13' 18" C.M.P.
Tr. Ex. 2 C.Y.
N0°05'W
Sta. 103 Const. Rd. Appr. 18" C.M.P. Under Ground Telephone Cable
Sta. 102 Const. Rd. Appr. 18" C.M.P. In Place
Sta. 105+70 to Sta. 114+81 on L.
Const. Irrigation Ditch 911'
Tr. Exc. 270 c.y.
114+51
60
65
70
75
80
Ex. 926
Em. 713
Short O.H. 15 Yd. Sta.
Short O.H. 522 Yd. Sta.
Ex. 203
Em. 156
Em. 17
Ex. 507
Em. 294
Ex. 185
Em. 112
Em. 51
Ex. 205
Em. 166
Ex. 30
Em. 23
Ex. 25
Ex. 154
Em. 119
Ex. 111
Ex. 116
Em. 89
Ex. 172
Em. 133
Ex. 32
Ex. 120
Em. 91
Ex. 16
S.O.H. 15 Yd. Sta.
S.O.H. 163 Yd. Sta.
S.O.H. 666 Yd. Sta.
S.O.H. 128 Yd. Sta.
L.O.H. 35 Yd. Sta.
L.O.H. 2 Yd. Sta.
L.O.H. 2 Yd. Sta.
Ex. 592
Em. 464
61+92.67 P.O.T.
-0.24%
3386.10
-0.54%
3382.59
-0.25%
3380.47
-0.41%
T.9S. R.40E.
Sec. 4
Sec. 33
T.8S. R.40E. W.M.
+15' 24" C.M.P. 60' In Place
Extend 12' Rt.
Tr. Ex. 3 C.Y.
59+21.48 P.O.T.
59+22.56 P.S.
200' Spiral
S-0°30'
a-0.25
61+22.56 P.S.C.
0°30' C.L.
Ta 0°
Ts 238.34
61+99.22 P.C.S.
200' Spiral
S-0°30'
a-0.25
63+99.22 P.T.
61+70 Const. Rd. Appr. 18" C.M.P. In Place
63+30 Const. Rd. Appr.
Salvage & Relay 18" C.M.P. 16'
Tr. Exc. 3 C.Y. (Telephone Cable in Pipe)
Under Ground Telephone
74+00 Const. Rd. Appr.
Salvage & Relay 18" C.M.P. 19'
Tr. Ex 2 C.Y. (Telephone Cable in Pipe)
N2°52'E
T.9.S. R.40 E.W.M.
50
30
45
35
40
80

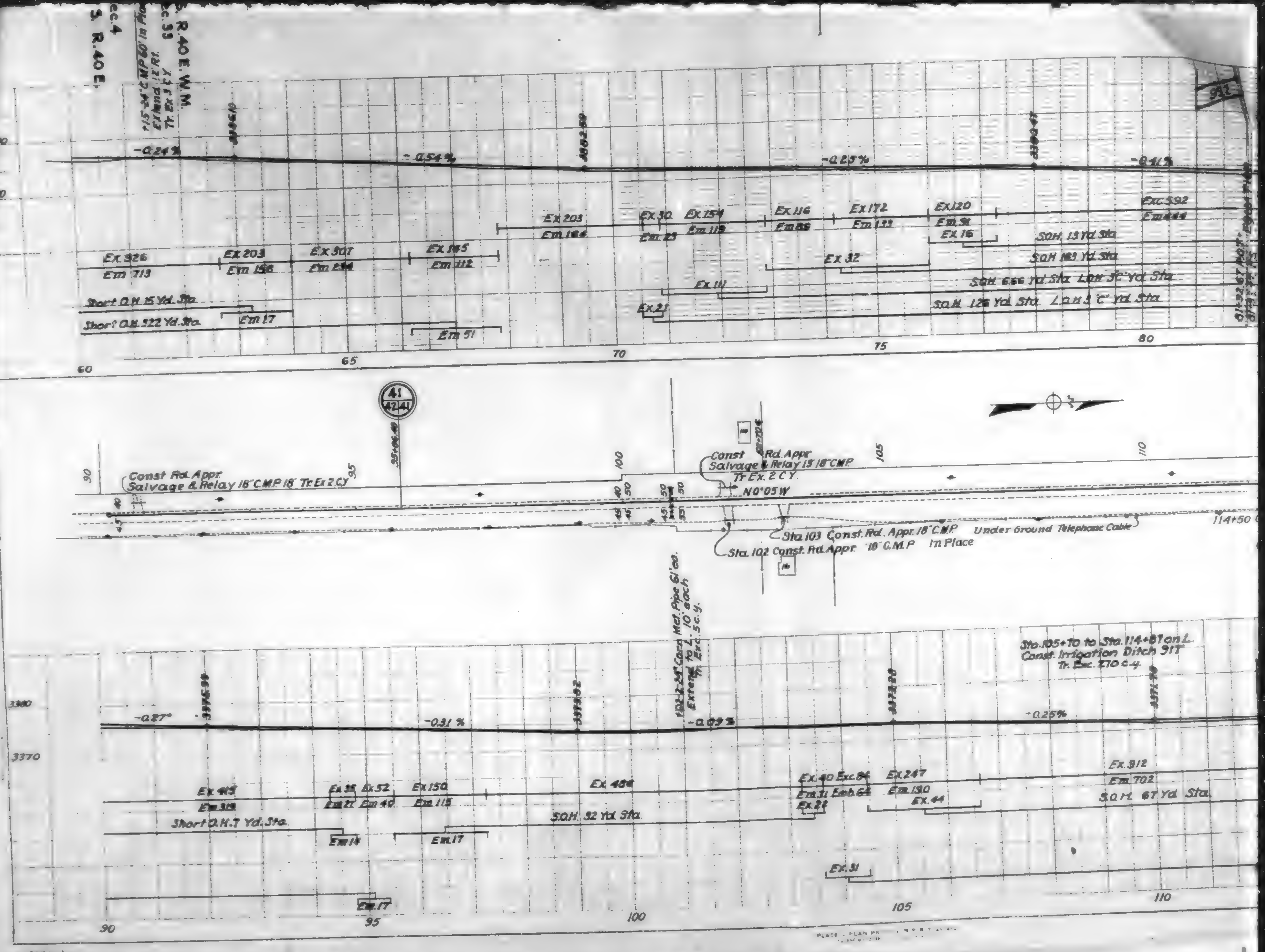


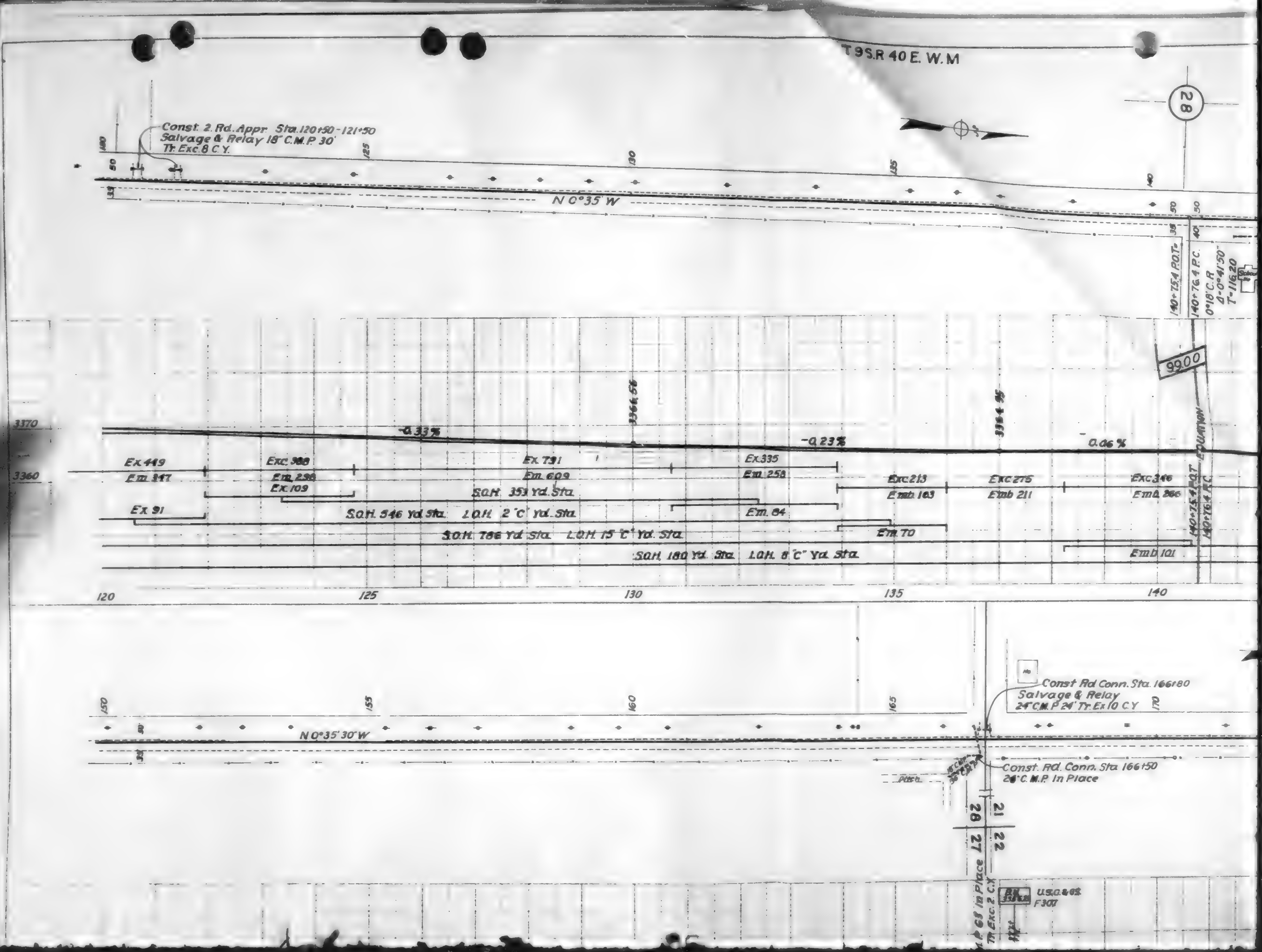
MILES. BRIDGE-BAKER SECTION
MEDICAL SPRINGS HIGHWAY
BAKER COUNTY

SHEET NO. 4

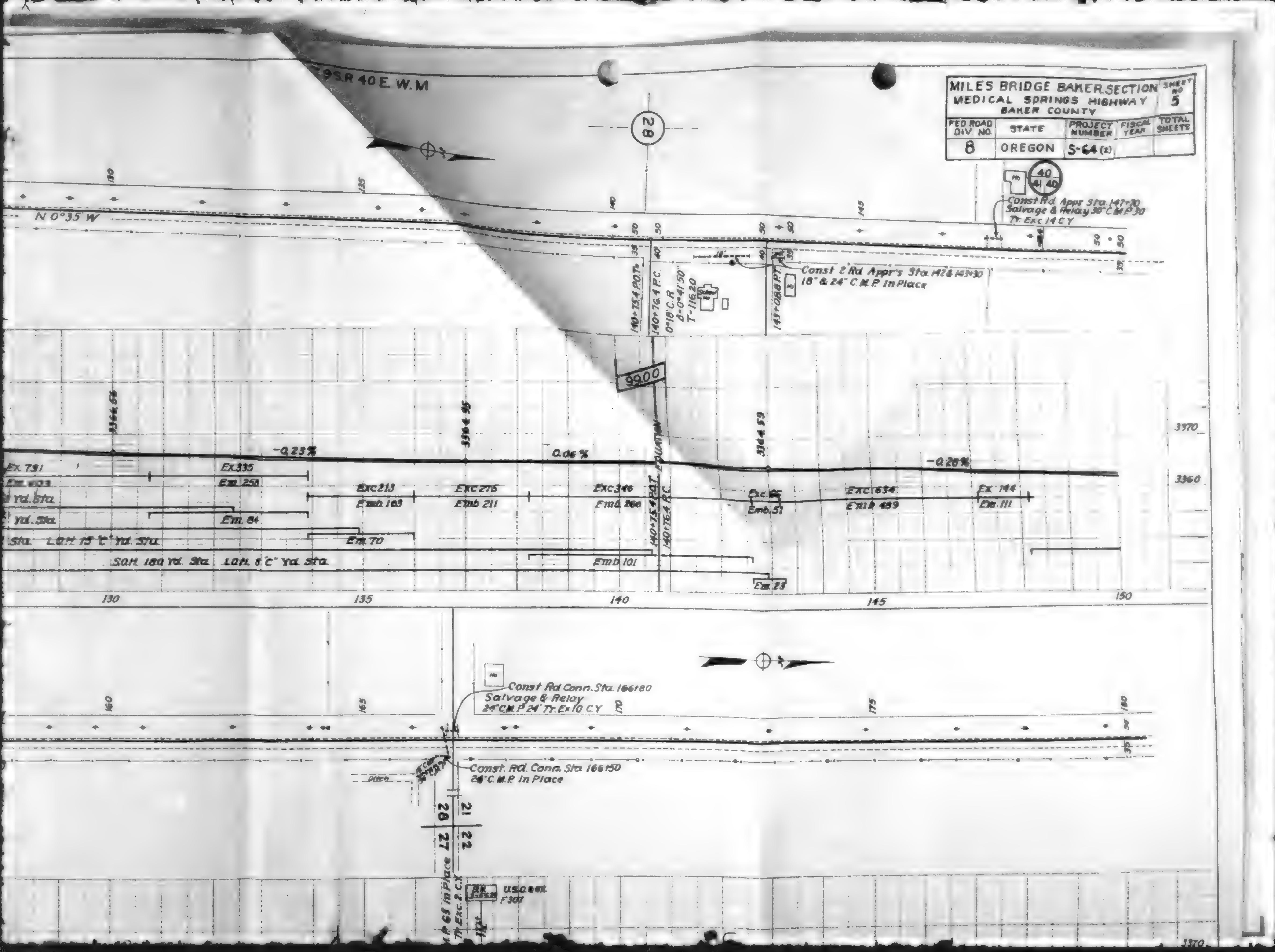
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-64(2)		

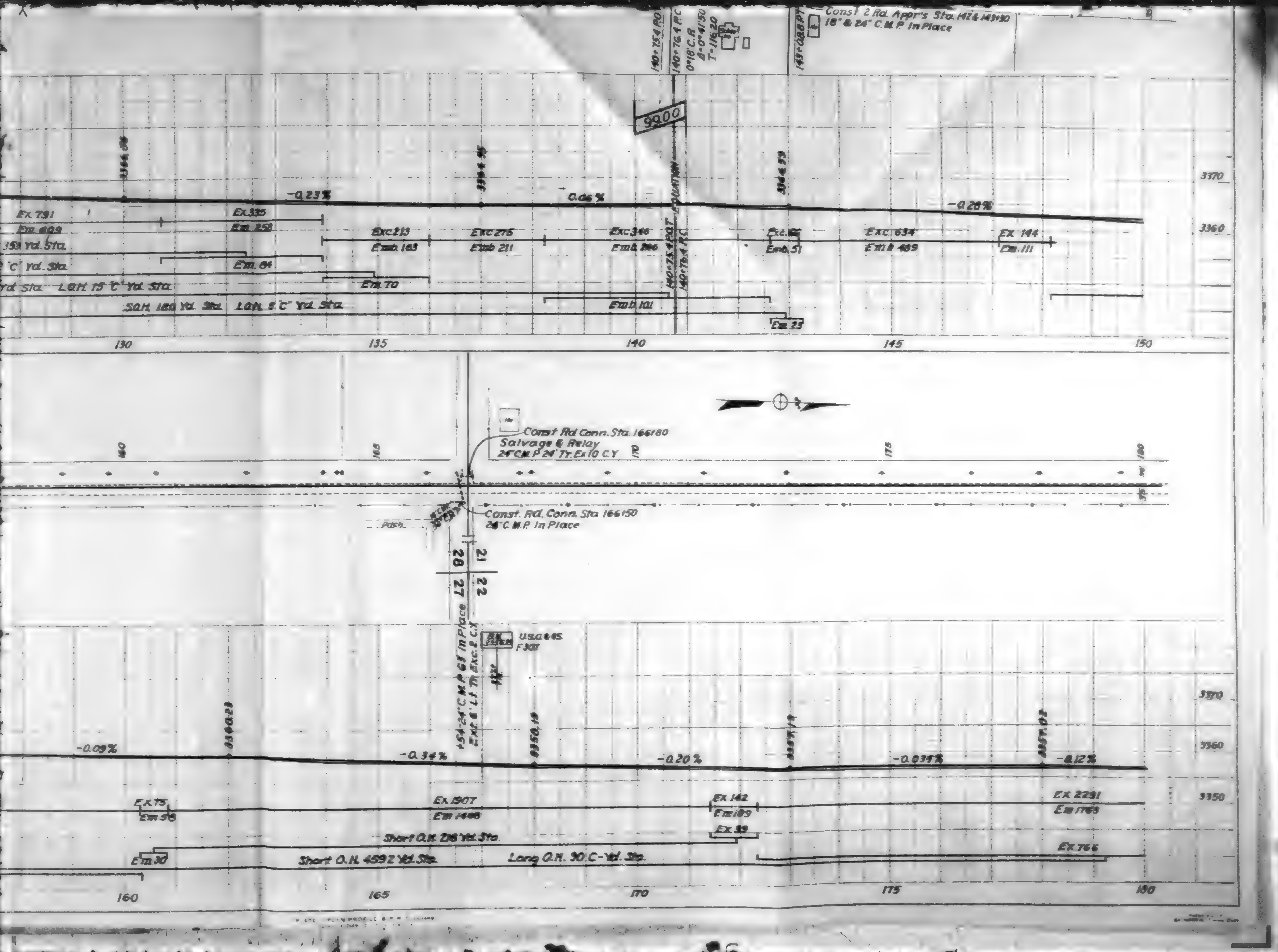

Missouri Flat Grange
33
932
3390
3380
3370
−0.25%
−0.41%
−0.27%
Ex.203
Em.164
Ex.30
Em.23
Ex.154
Em.119
Ex.116
Em.89
Ex.172
Em.133
Ex.120
Em.91
Ex.16
Exc.592
Em.444
Ex.49
Em.38
Ex.74
Em.57
Ex.267
Em.205
Ex.9
Em.7
Ex.18
Ex.32
Ex.111
Ex.21
S.O.H. 13 Yd. Sta.
S.O.H. 183 Yd. Sta.
S.O.H. 666 Yd. Sta. L.O.H. 3C Yd. Sta.
S.O.N. 126 Yd. Sta. L.O.H. 3 "C" Yd. Sta.
Em.12
Em.25
Em.86
81+92.67 P.O.T.
EQUATION
70
75
80
85
90
100
105
110
120
Const Rd. Appr.
Salvage & Relay 13' 18" C.M.P.
Tr. Ex. 2 C.Y.
N0°05'W
Sta. 103 Const. Rd. Appr. 18" C.M.P.
Sta. 102 Const. Rd. Appr. 18" C.M.P. In Place
Under Ground Telephone Cable
114+50 Const. Rd. Connec.
112+74.92 P.O.T.
112+75.83 P.C.
0°18' C Lt
Δ=0°40'10"
TS=111.59
Sec. 33
Sec. 28
114+98.98 P.T.
County Road
BAKER AIRPORT
45
50
55
30
38
+82−12−24" Corr. Met. Pipe 61' ea.
Extend to L. 10' each
Tr. Exc. 5 c.y.
−0.09%
−0.25%
−0.12%
−0.33%
Sta. 105+70 to Sta. 114+87 on L.
Const. Irrigation Ditch 917'
Tr. Exc. 270 c.y.
99.09
+87 Dbl. 24" Corr. Met. Pipe ea.
Extend to L. 18' each
Tr. Exc. 5 c.y.
B.M.
U.S.C.&G.S.
E 507
Ex.486
S.O.H. 32 Yd. Sta.
Ex.40 Exc.84
Em.31 Emb.64
Ex.22
Ex.247
Em.190
Ex.44
Ex.312
Em.702
S.O.H. 67 Yd. Sta.
Ex.31
Ex.183
Em.140
Em.34
Ex.892
Em.685
Ex.131
112+74.92 P.O.T.
112+75.83 P.C.
100
105
110
115
120

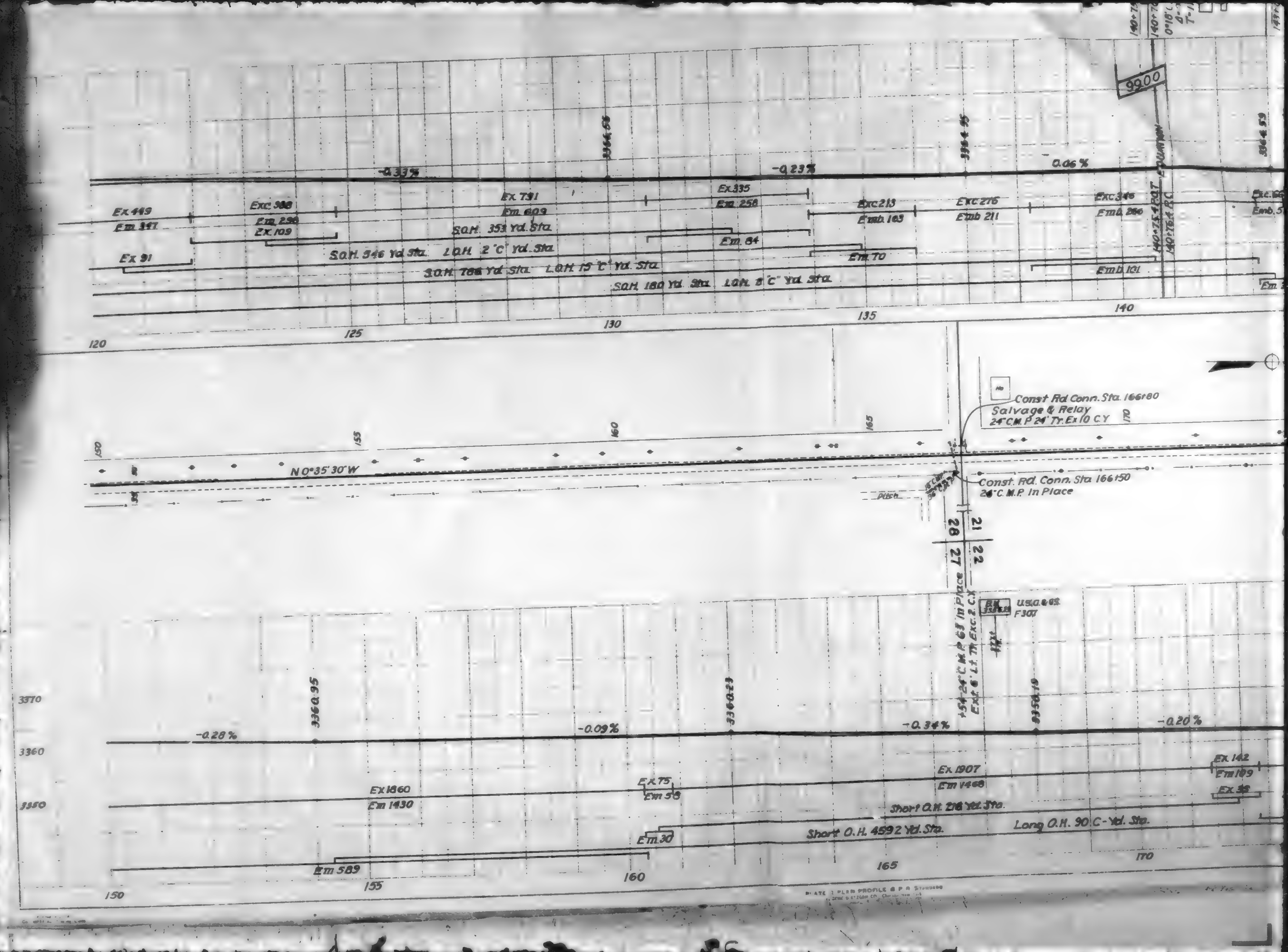

ec.4
3. R.40 E.
+15 24" C.M.P 60' In Pla
Extend 12' Rt.
Tr. Ex 3 C.Y.
c. 33
R.40 E. W.M.
3390
3380
-0.24 %
3386.10
-0.54 %
3382.50
-0.25 %
3380.47
-0.41 %
Ex. 326
Em 713
Ex. 203
Em 156
Ex. 307
Em 234
Ex. 185
Em 112
Short O.H. 15 Yd. Sta.
Em 17
Short O.H. 322 Yd. Sta.
Em 51
Ex. 203
Em. 164
Ex. 30
Em. 23
Ex. 154
Em 119
Ex. 116
Em 89
Ex. 172
Em 133
Ex. 120
Em. 91
Ex. 16
Ex. 32
Ex. 111
Ex. 21
Exc. 592
Em 444
S.O.H. 13 Yd. Sta.
S.O.H. 163 Yd. Sta.
S.O.H. 6.66 Yd. Sta. L.O.H. 3C" Yd. Sta.
S.O.H. 126 Yd. Sta. L.O.H. 3 "C" Yd. Sta.
81+92.67 P.O.T. Equation
912
60
65
70
75
80
41
42 41
95+06.40
90
95
100
105
110
Const Rd. Appr.
Salvage & Relay 18" C.M.P. 18' Tr. Ex 2 C.Y.
40
45
50
55
Const Rd. Appr.
Salvage & Relay 13' 18" C.M.P.
Tr. Ex. 2 C.Y.
N0°05'W
Sta. 103 Const. Rd. Appr. 18" C.M.P.
Under Ground Telephone Cable
Sta. 102 Const. Rd. Appr. 18" C.M.P. In Place
114+50
102-2-24" Corr. Met. Pipe 61' ea.
Extend to L. 10' each
Tr. Exc. 5 c.y.
Sta. 105+70 to Sta. 114+87 on L.
Const. Irrigation Ditch 917'
Tr. Exc. 270 c.y.
3380
3370
-0.27°
3375.90
-0.31 %
3373.02
-0.09 %
3372.20
-0.25 %
3371.70
Ex. 415
Em. 319
Short O.H. 7 Yd. Sta.
Ex. 35
Em. 27
Ex. 52
Em 40
Em. 14
Ex. 150
Em. 115
Em. 17
Ex. 486
S.O.H. 32 Yd. Sta.
Ex. 40
Em. 31
Ex. 22
Exc. 84
Emb. 64
Ex. 247
Em. 190
Ex. 44
Ex. 31
Ex. 912
Em. 702
S.O.H. 67 Yd. Sta.
Em. 17
PLATE - PLAN PR

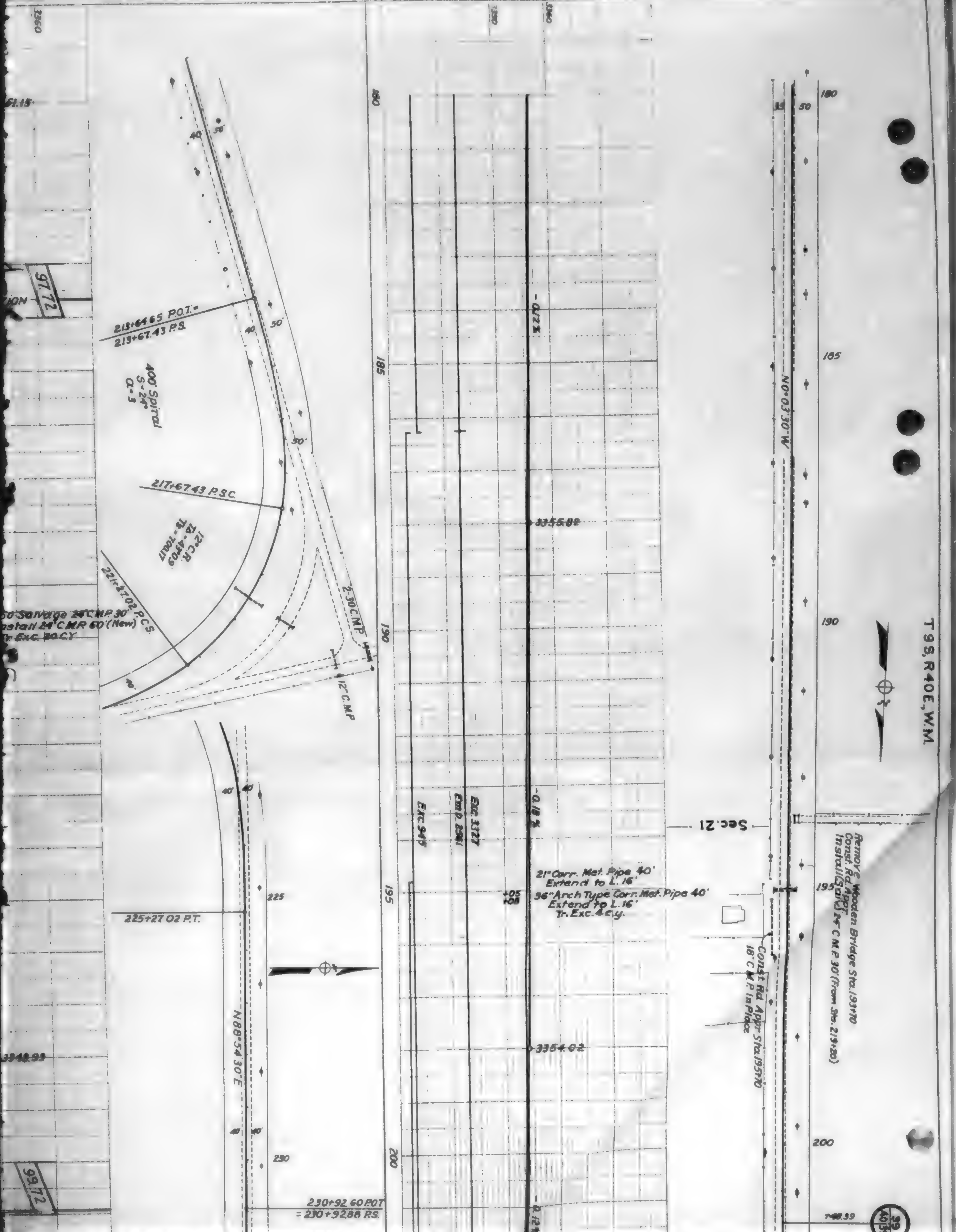

T9S.R 40E.W.M
28
Const. 2 Rd. Appr. Sta. 120+50 - 121+50
Salvage & Relay 18" C.M.P. 30'
Tr. Exc. 8 C.Y.
120
125
130
135
140
N 0°35' W
140+75.4 P.O.T.=
140+76.4 P.C.
0°18' C.R
Δ-0°41'50"
T-116.20
9900
3370
3360
-0.33%
3366.56
-0.23%
3364.95
0.06%
EQUATION
Ex. 449
Em. 347
Exc. 388
Em. 298
Ex. 109
Ex. 731
Em. 609
Ex. 335
Em. 258
Exc. 213
Emb. 163
Exc. 275
Emb. 211
Exc. 346
Emb. 286
Ex. 91
S.O.H. 353 Yd. Sta.
S.O.H. 546 Yd. Sta.
L.O.H. 2 "C" Yd. Sta.
Em. 84
S.O.H. 786 Yd. Sta.
L.O.H. 15 "C" Yd. Sta.
Em. 70
S.O.H. 180 Yd. Sta.
L.O.H. 8 "C" Yd. Sta.
Emb. 101
140+75.4 P.O.T.
140+76.4 P.C.
120
125
130
135
140
150
155
160
165
170
N 0°35' 30" W
Const. Rd. Conn. Sta. 166+80
Salvage & Relay
24" C.M.P. 24' Tr. Ex. 10 C.Y.
Const. Rd. Conn. Sta. 166+50
24" C.M.P. In Place
28
21
27
22
M.P. 63 In Place
Tr. Exc. 2 C.Y.
U.S.C.&G.S.
F 307

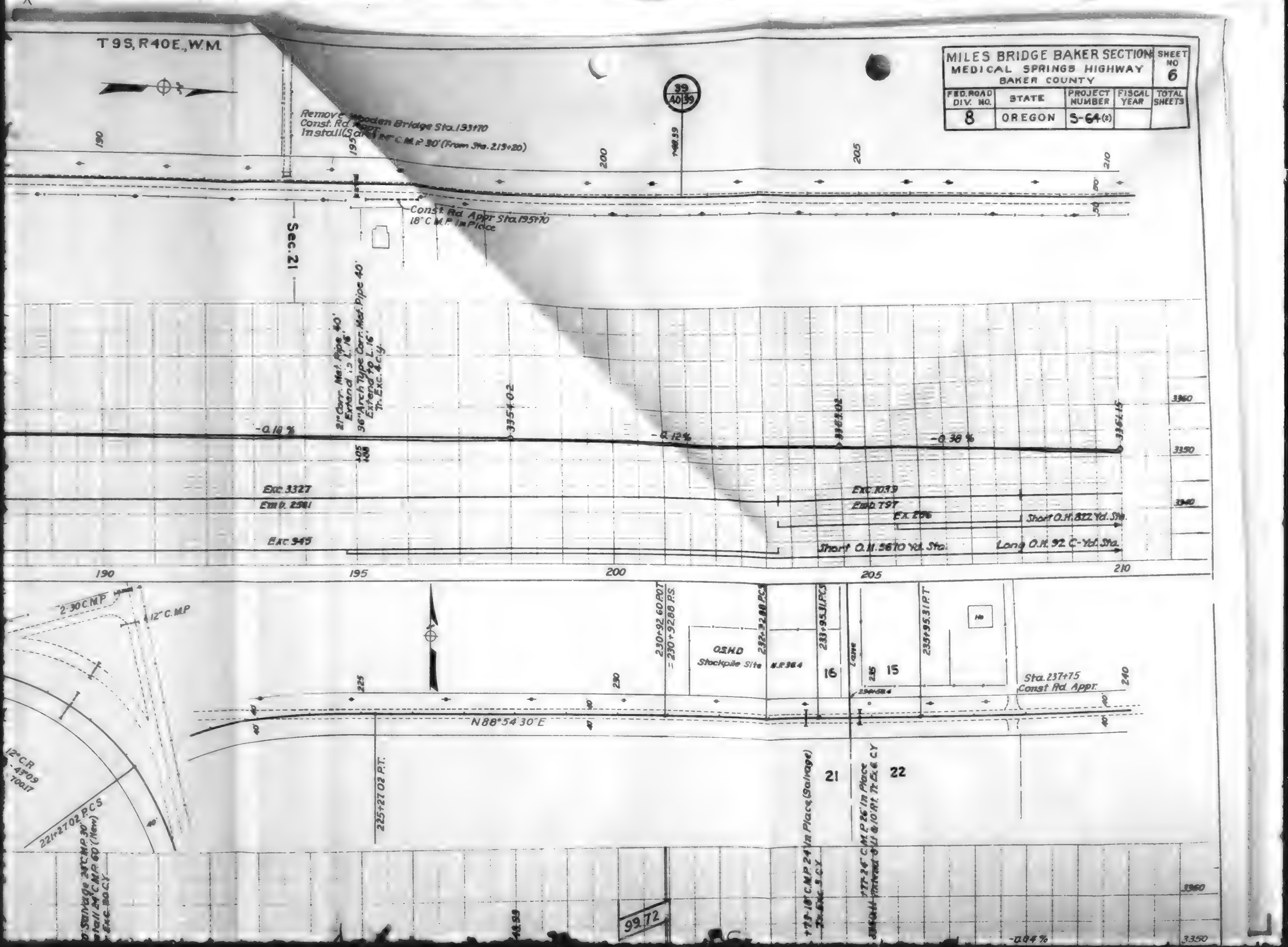
MILES BRIDGE BAKER SECTION MEDICAL SPRINGS HIGHWAY BAKER COUNTY				SHEET NO. 5
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-64 (2)		



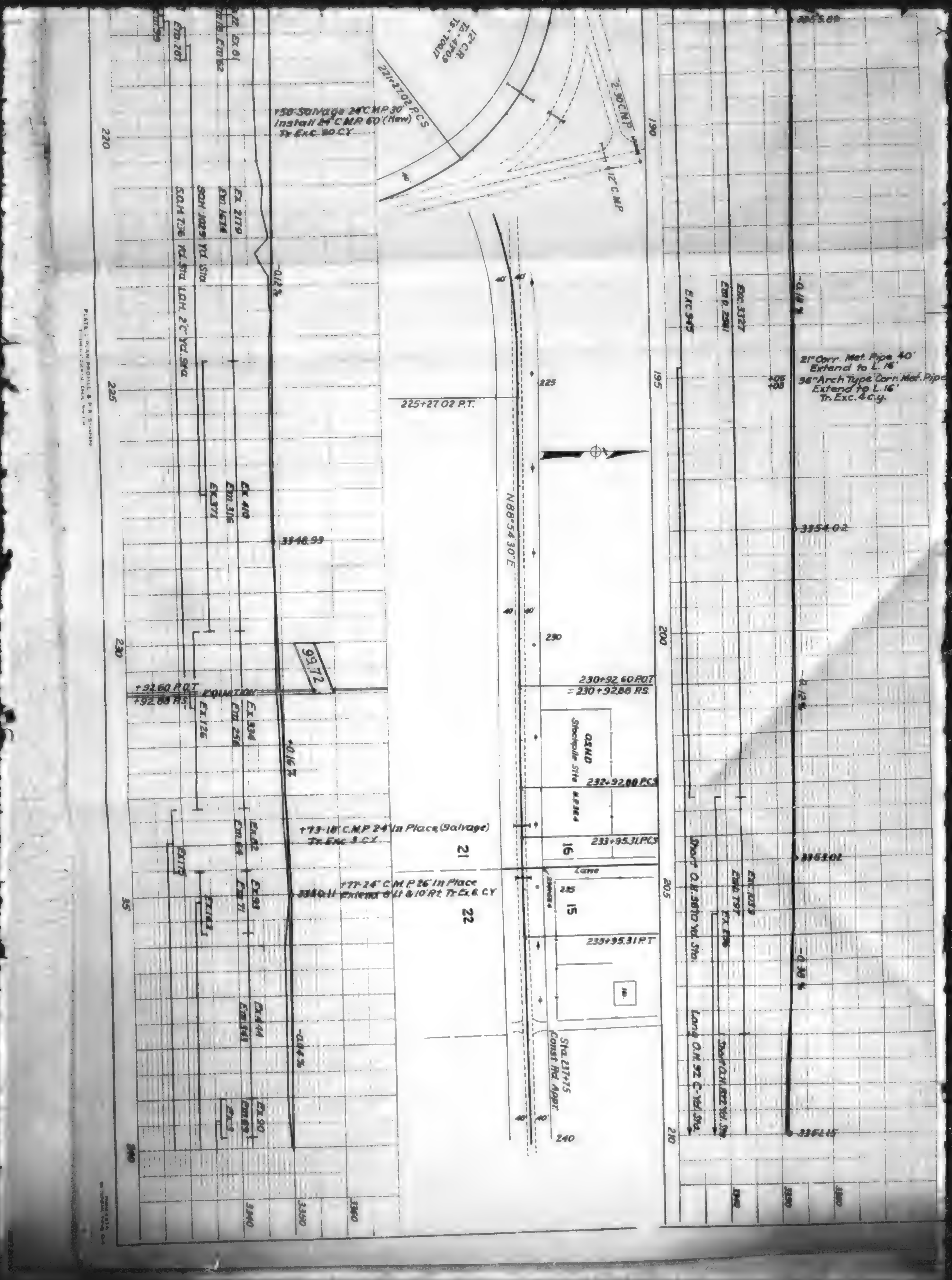

Const 2 Rd. Appr's Sta. 142 & 143+30
18" & 24" C.M.P. In Place
140+75.4 P.O.T.
140+76.4 P.C.
0°18' C.R.
Δ-0°41'50
T-116.20
143+08.8 P.T.
9200
3366.56
-0.23%
3364.95
0.06%
EQUATION
3364.59
-0.28%
3370
3360
Ex. 791
Em. 609
353 Yd. Sta.
'C' Yd. Sta.
Yd. Sta.
L.O.H. 15 'C' Yd. Sta.
S.O.H. 180 Yd. Sta.
L.O.H. 5 'C' Yd. Sta.
Ex. 335
Em. 258
Em. 84
Exc. 213
Emb. 163
Em. 70
Exc. 276
Emb. 211
Exc. 346
Emb. 286
Emb. 101
140+75.4 P.O.T.
140+76.4 P.C.
Exc. 86
Emb. 51
Em. 23
Exc. 634
Emb. 489
Ex. 144
Em. 111
130
135
140
145
150
Const. Rd. Conn. Sta. 166+80
Salvage & Relay
24" C.M.P. 24' Tr. Ex. 10 C.Y.
160
165
170
175
180
Const. Rd. Conn. Sta. 166+50
24" C.M.P. In Place
28
21
27
22
+54-24" C.M.P. 65' In Place
Ext. 6' Lt. Tr. Exc. 2 C.Y.
B.M.
U.S.G. & G.S.
F 307
3360.23
3350.19
3357.19
3357.02
-0.09%
-0.34%
-0.20%
-0.037%
-0.12%
3370
3360
3350
Ex. 75
Em. 38
Ex. 1907
Em. 1406
Ex. 142
Em. 109
Ex. 39
Ex. 2291
Em. 1763
Short O.H. 216 Yd. Sta.
Em. 30
Short O.H. 4592 Yd. Sta.
Long O.H. 90 C-Yd. Sta.
Ex. 766
160
165
170
175
180

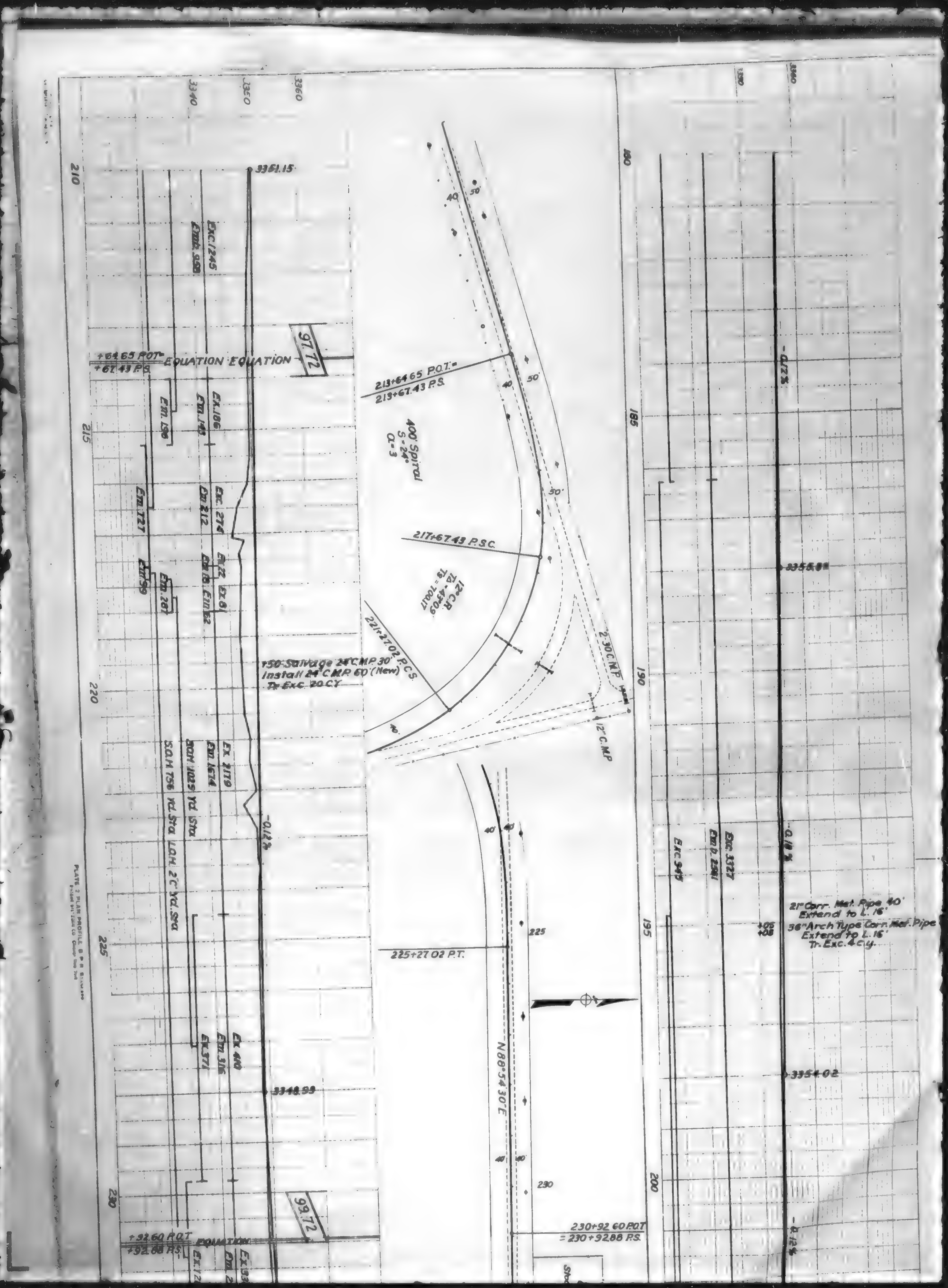

3364.58
3364.95
3364.59
9900
-0.33%
-0.23%
0.06%
Ex 449
Em 347
Exc 388
Em 296
Ex 109
Ex 731
Em 609
Ex 335
Em 258
Exc 213
Emb 163
Exc 276
Emb 211
Exc 346
Emb 260
Ex 91
S.O.H. 353 Yd. Sta.
S.O.H. 346 Yd. Sta.
L.O.H. 2 "C" Yd. Sta.
Em 84
Em 70
S.O.H. 788 Yd. Sta.
L.O.H. 15 "C" Yd. Sta.
S.O.H. 180 Yd. Sta.
L.O.H. 8 "C" Yd. Sta.
Emb 101
140+75.4 P.O.T.
140+76.4 P.C.
EQUATION
120
125
130
135
140
150
155
160
165
170
N 0°35'30" W
Ditch
Const Rd Conn. Sta. 166+80
Salvage & Relay
24" C.M.P 24' Tr. Ex 10 C.Y
Const. Rd. Conn. Sta 166+50
24" C.M.P. In Place
28
21
27
22
+54 24" C.M.P. 63' In Place
Ext. 6' Lt. Tr. Exc. 2 C.Y.
U.S.C.&G.S.
F 307
3370
3360
3350
3360.95
3360.23
3356.19
-0.28%
-0.09%
-0.34%
-0.20%
Ex 1860
Em 1430
Ex 75
Em 58
Ex 1907
Em 1468
Ex 142
Em 109
Em 30
Em 589
Short O.H. 216 Yd. Sta.
Short O.H. 4592 Yd. Sta.
Long O.H. 90 C-Yd. Sta.
PLATE 1 PLAN PROFILE

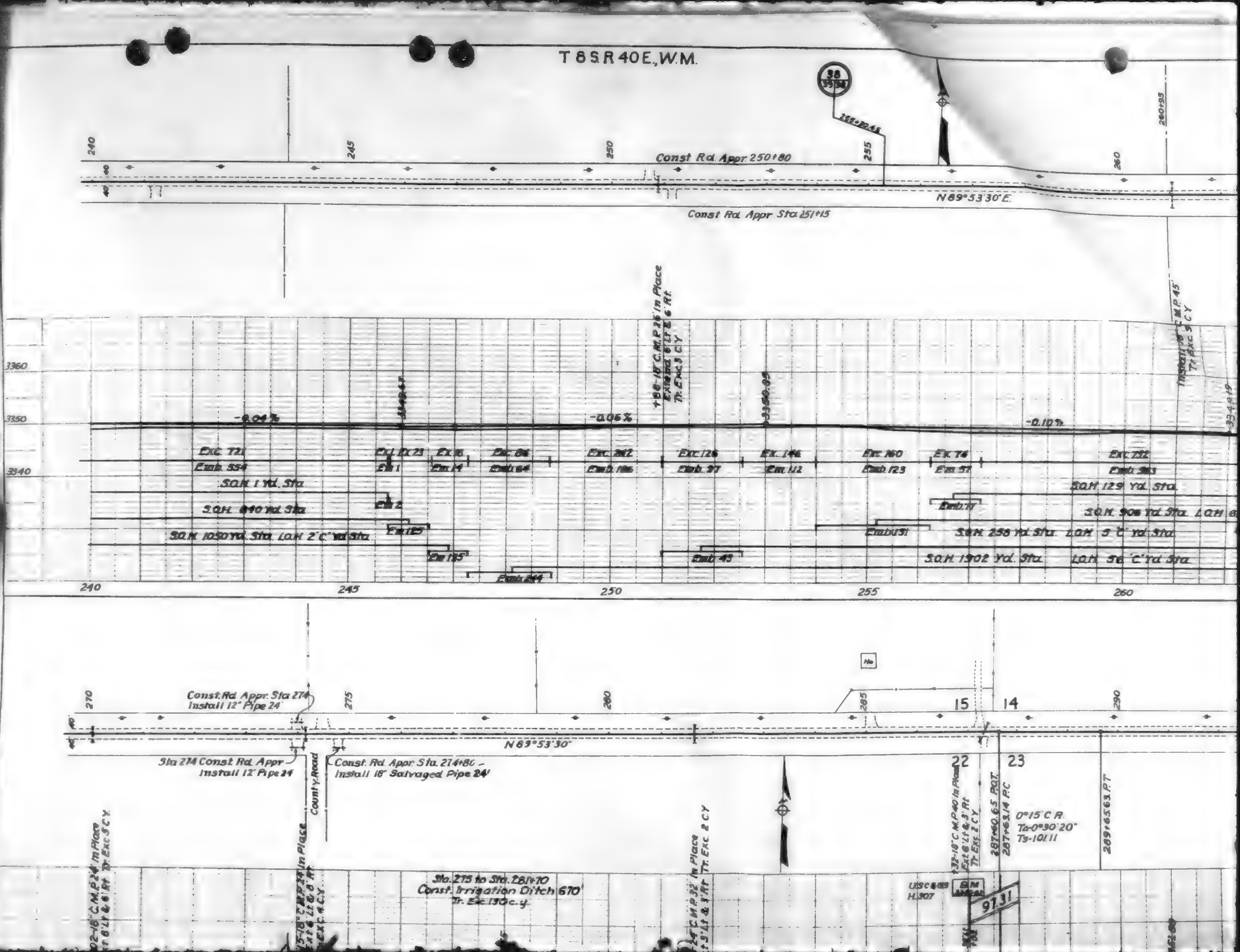

3360
3350
3360
51.15
97.72
213+64.65 P.O.T.=
213+67.43 P.S.
400' Spiral
S=24°
a=3
217+67.43 P.S.C.
12° C.R.
T.A.=47.09
T.S.=700.17
221+27.02 P.C.S.
60' Salvage 24" C.M.P. 30'
Install 24" C.M.P. 60' (New)
Tr. Exc. 20 C.Y.
2-30" C.M.P.
12" C.M.P.
225+27.02 P.T.
225
N88°54'30"E
230
230+92.60 P.O.T.
= 230+92.88 P.S.
93.72
3348.99
180
185
190
195
200
-0.12%
3356.82
-0.18%
Exc. 3327
Emb. 2361
Exc. 945
+05
+08
21" Corr. Met. Pipe 40'
Extend to L.16'
36" Arch Type Corr. Met. Pipe 40'
Extend to L.16'
Tr. Exc. 4 c.y.
3354.02
-0.12%
N0°03'30"W
Sec. 21
Remove Wooden Bridge Sta. 193+70
Const. Rd. Appr.
Install (2) 24" C.M.P. 30 (from Sta. 219+20)
Const. Rd. Appr. Sta. 195+70
18" C.M.P. in Place
T9S, R40E, W.M.
39
40

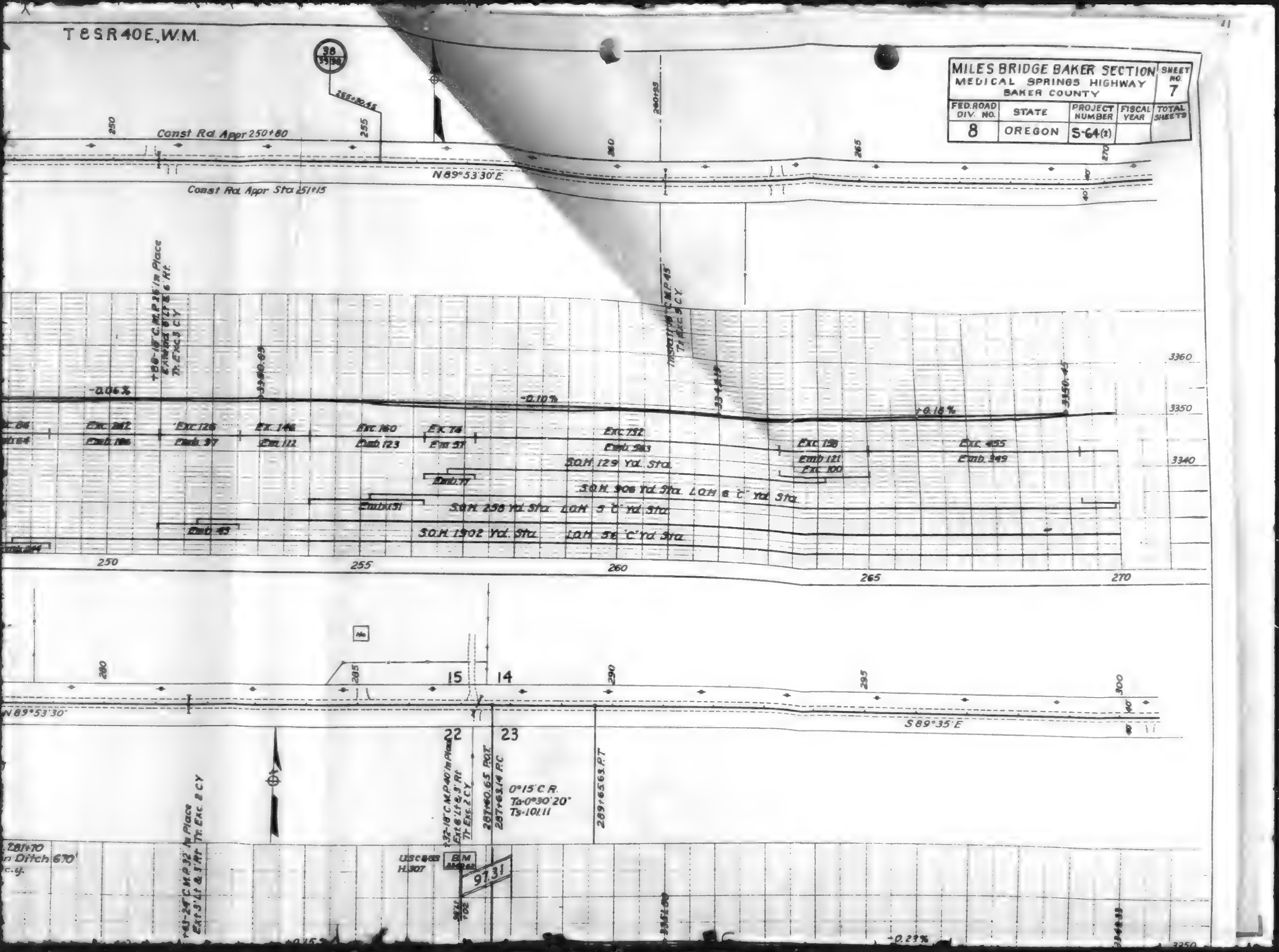


MILES BRIDGE BAKER SECTION MEDICAL SPRINGS HIGHWAY BAKER COUNTY				SHEET NO
				6
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-64(2)		


+50 Salvage 24" C.M.P. 30'
Install 24" C.M.P. 60' (New)
Tr. Exc. 30 C.Y.
2-30" C.M.P.
12" C.M.P.
12" C.R.
225+27.02 P.T.
N 88°54'30" E
99.72
EQUATION
+92.60 P.O.T.
+92.88 P.S.
230+92.60 P.O.T.
= 230+92.88 P.S.
O.S.H.D.
Stockpile Site
232+92.88 P.C.S.
233+95.31 P.C.S.
235+95.31 P.T.
+73-18" C.M.P. 24' In Place (Salvage)
Tr. Exc. 3 C.Y.
+77-24" C.M.P. 26' In Place
Extend 6' Lt. & 10' Rt. Tr. Ex. 6 C.Y.
Lane
21
22
16
15
Sta. 237+15
Const. Rd. Appr.
21" Corr. Met. Pipe 40'
Extend to L. 16'
36" Arch Type Corr. Met. Pipe
Extend to L. 16'
Tr. Exc. 4 c.y.
3348.93
3340.11
3354.02
3363.02
Ex. 2119
Em. 1574
S.O.H. 1029 Yd. Sta.
S.O.H. 736 Yd. Sta.
L.O.H. 2 C Yd. Sta.
Ex. 410
Em. 316
Ex. 371
Ex. 334
Em. 256
Ex. 126
Ex. 444
Em. 341
Ex. 90
Em. 89
Exc. 3327
Em. b 2341
Short O.H. 3670 Yd. Sta.
Long O.H. 92 C. Yd. Sta.
Short O.H. 822 Yd. Sta.
-0.18%
-0.12%
-0.38%
+0.16%
-0.04%
-0.12%
220
225
230
35
240
190
195
200
205
210
225
230
240
3340
3350
3360
3380


3340
3350
3360
3380
3390
210
215
220
225
230
180
185
190
195
200
3361.15
Ex.C.1245
Emb. 958
97.72
+64.65 P.O.T.=
+67.43 P.S.
EQUATION EQUATION
Ex.186
Em.141
Em.136
Exc. 274
Em. 212
Em.727
Ex.22
Em.16
Em.199
Ex.8
Em.82
Em.28
Em.90
213+64.65 P.O.T.=
213+67.43 P.S.
400' Spiral
S-2°4'
Θ-3
217+67.43 P.S.C.
12°C.R.
T.S.=43.09
T.S.=100.17
221+27.02 P.C.S.
+50-Salvage 24" C.M.P. 30'
Install 24" C.M.P. 60' (New)
Tr. Exc. 20 C.Y.
2' 30 C.M.P.
12" C.M.P.
Ex.2179
Em.1674
SOM 1025 Yd. Sta.
S.O.H. 756 Yd. Sta. L.O.H. 2'C' Yd. Sta.
-0.12%
PLATE 2 PLAN PROFILE
225+27.02 P.T.
225
N88°54'30"E
Ex.410
Em.316
Ex.371
3348.93
40
50
230
99.72
+92.60 P.O.T.
+92.88 P.S.
EQUATION
Ex.12
Em.2
Ex.83
230+92.60 P.O.T.
=230+92.88 P.S.
-0.12%
3355.88
-0.18%
Exc. 3327
Emb. 2381
Exc. 945
21" Corr. Met. Pipe 40'
Extend to L. 16'
36" Arch Type Corr. Met. Pipe
Extend to L. 16'
Tr. Exc. 4 c.y.
+05
+08
3354.02
-0.12%


T8S R40E., W.M.
38
3334
255+20.48
Const Rd. Appr. 250+80
N 89°53'30"E.
Const Rd. Appr. Sta 251+15
260+95
Install 18" C.M.P 45'
Tr. Exc 5 C.Y
-0.04%
-0.06%
-0.10%
+86-18" C.M.P 26' In Place
Extend 6' Lt & 6' Rt.
Tr. Exc 3 C.Y
3350.05
3349.19
3360
3350
3340
Exc. 721
Emb. 334
S.O.H. 1 Yd. Sta.
S.O.H. 810 Yd. Sta.
S.O.H. 1050 Yd. Sta. L.O.H. 2 C Yd Sta.
Exc. 282
Emb. 186
Exc. 126
Emb. 97
Ex. 146
Em. 112
Exc. 160
Emb. 123
Ex. 74
Em. 57
Exc. 232
Emb. 313
S.O.H. 129 Yd. Sta.
S.O.H. 906 Yd. Sta.
S.O.H. 258 Yd. Sta. L.O.H. 5 C Yd. Sta.
S.O.H. 1902 Yd. Sta. L.O.H. 56 C Yd. Sta.
Emb. 131
Emb. 45
Emb. 244
Em. 135
Em. 125
240
245
250
255
260
270
275
280
285
290
Const. Rd. Appr. Sta. 274
Install 12" Pipe 24'
Sta 274 Const. Rd. Appr.
Install 12" Pipe 24
County Road
Const. Rd. Appr. Sta. 274+80 -
Install 18" Salvaged Pipe 24'
N 89°53'30"
15
14
22
23
287+60.65 P.O.T.
287+63.14 P.C
0°15' C.R.
Ta-0°30'20"
Ts-101.11
289+65.63 P.T
+32-18" C.M.P 40' In Place
Ext 6' Lt & 3' Rt
Tr. Exc. 2 C.Y.
U.S.C.&G.S.
H.307
97.31
Sta. 275 to Sta. 281+10
Const. Irrigation Ditch 670'
Tr. Exc. 130 c.y.
24" C.M.P 32' In Place
Ext 3' Lt & 3' Rt Tr. Exc. 2 C.Y
15-18" C.M.P 24' In Place
Ext 6' Lt & 6' Rt
Tr. Exc. 4 C.Y.
02-18" C.M.P 24' In Place
Ext 6' Lt & 6' Rt Tr. Exc. 5 C.Y.



MILES BRIDGE BAKER SECTION
MEDICAL SPRINGS HIGHWAY
BAKER COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
8	OREGON	S-64(2)			7

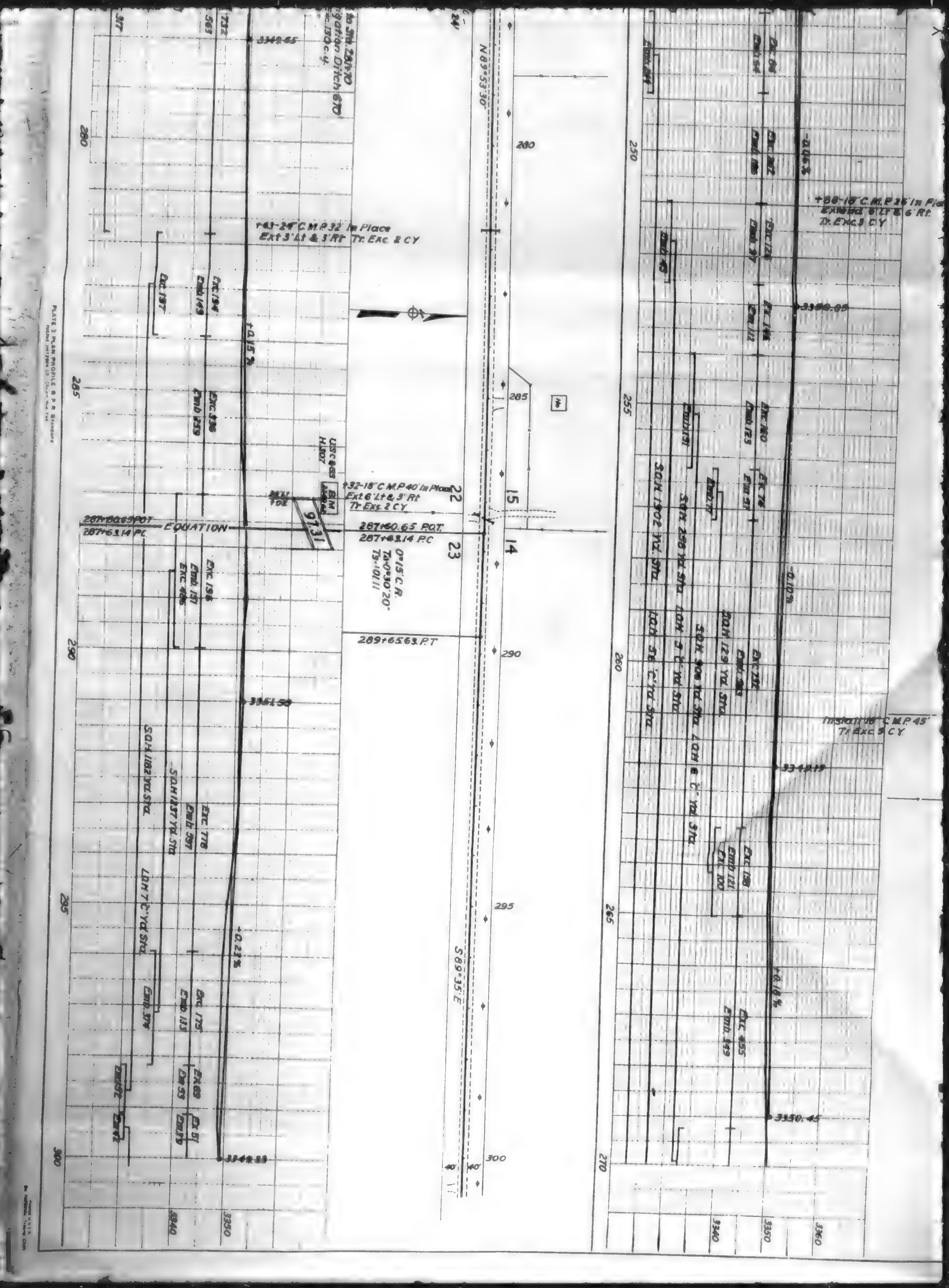
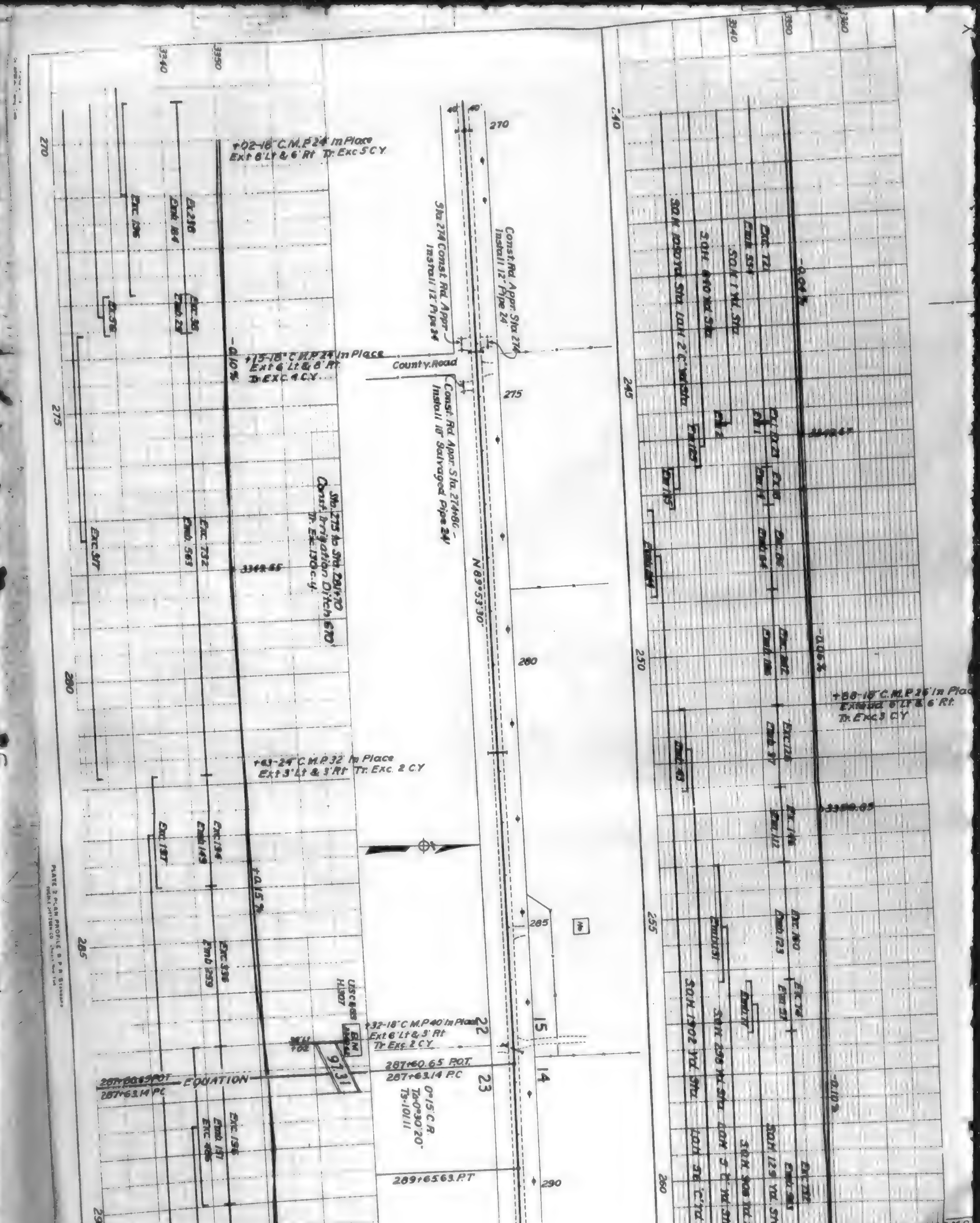
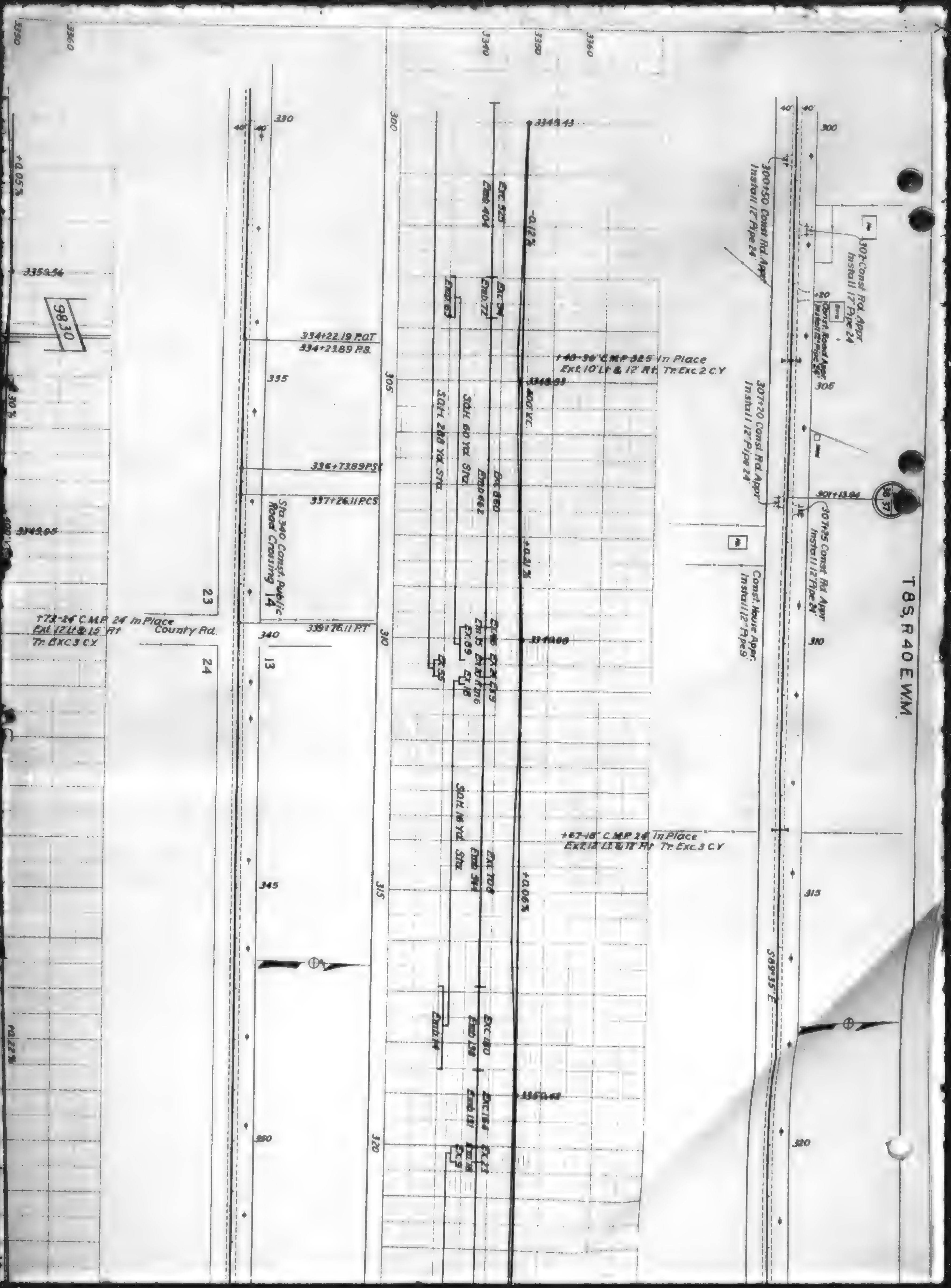
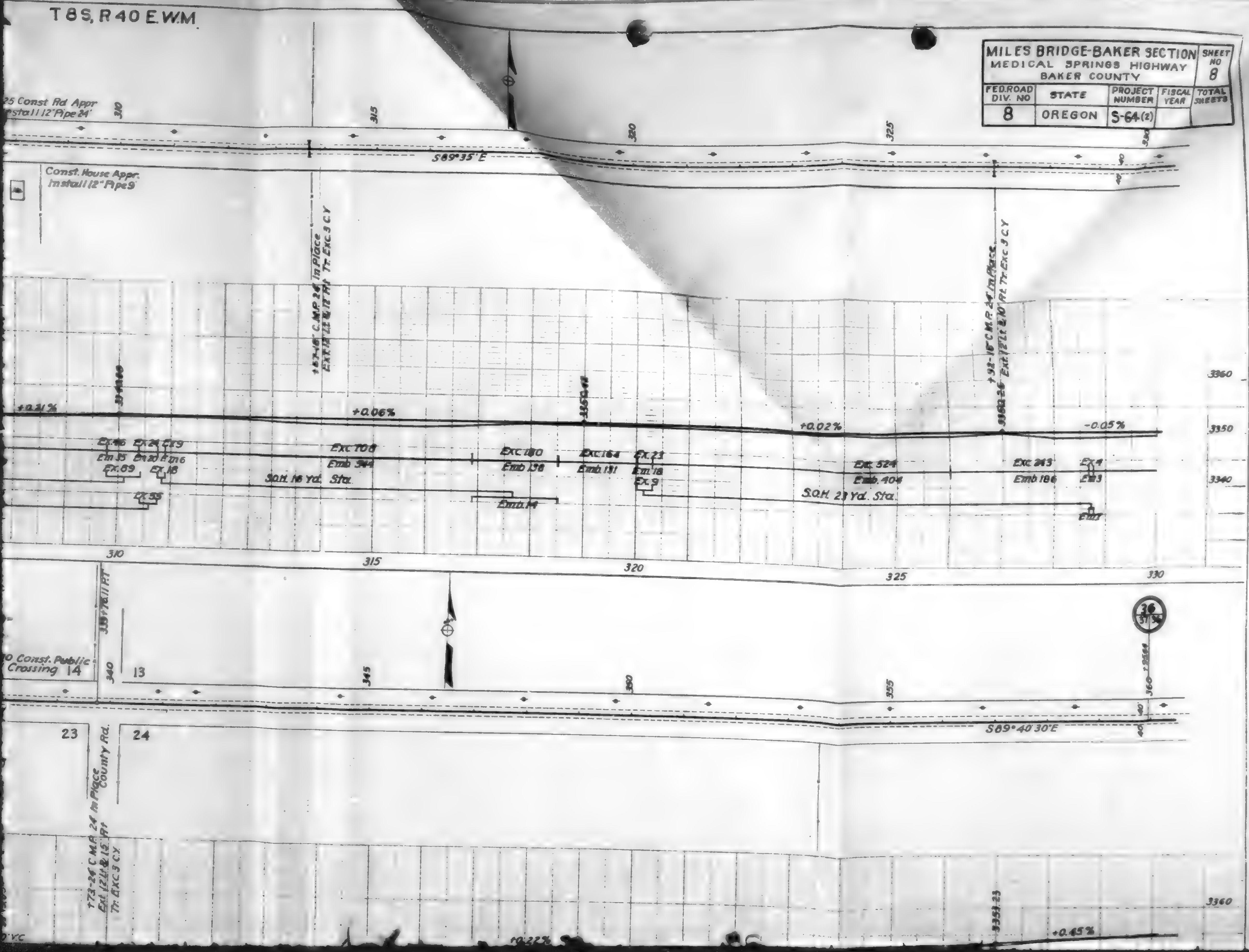


PLATE 3. PLAN PROFILE B.P.R. Standard
to Sta. 281+70
Irrigation Ditch 670
+43-24" C.M.P. 32' In Place
Ext 3' Lt & 3' Rt Tr. Exc. 2 C.Y.
+32-18" C.M.P. 40' In Place
Ext 6' Lt & 3' Rt Tr. Exc. 2 C.Y.
287+60.65 P.O.T.
287+63.14 P.C.
EQUATION
0°15' C.R.
Ta=0°30'20"
Ts=101.11
289+65.63 P.T.
USC&GS
B.M.
97.31
N 89°53'30"
S 89°35' E
+0.15%
-0.22%
+0.18%
-0.10%
3340.65
3361.50
3349.33
3350.45
3348.19
3360.05
Exc. 197
Exc. 134
Emb. 149
Exc. 336
Emb. 239
Exc. 136
Emb. 151
Exc. 486
Exc. 778
Emb. 397
Exc. 175
Emb. 135
SOH 1182 Yd. Sta.
SOH 1237 Yd. Sta.
LOH 7 C. Yd. Sta.
SOH 1902 Yd. Sta.
SOH 258 Yd. Sta.
LOH 3 C. Yd. Sta.
SOH 129 Yd. Sta.
LOH 5 C. Yd. Sta.
LOH 6 C. Yd. Sta.
SOH 906 Yd. Sta.
Exc. 435
Emb. 349
Exc. 100
+58-18" C.M.P. 25' In Place
Extend 6' Lt & 6' Rt.
Tr. Exc. 3 C.Y.
Install 18" C.M.P. 45'
Tr. Exc. 5 C.Y.
280
285
290
295
300
250
255
260
265
270
22
23
15
14
3340
3350
3360


3340
3350
270
275
280
285
290
+02-18" C.M.P 24' In Place
Ext 6' Lt & 6' Rt Tr. Exc 5 C.Y.
Exc 136
Emb 184
Exc 216
-0.10%
+15-18" C.M.P 24' In Place
Ext 6' Lt & 6' Rt
Tr. Exc 4 C.Y.
Exc 317
Emb 563
Exc 732
3342.65
+63-24" C.M.P 32' In Place
Ext 3' Lt & 3' Rt Tr. Exc. 2 C.Y.
Exc 187
Emb 149
Exc 134
+0.15%
Emb 259
Exc 336
+32-18" C.M.P 40' In Place
Ext 6' Lt & 3' Rt
Tr. Exc. 2 C.Y.
B.M.
9731
287+60.65 P.O.T.
287+63.14 P.C.
EQUATION
Exc 136
Emb 171
Exc 406
3351.80
County Road
Sta 274 Const. Rd. Appr.
Install 12" Pipe 24'
Const. Rd. Appr. Sta 274
Install 12" Pipe 24'
Const. Rd. Appr. Sta 274+86
Install 18" Salvaged Pipe 24'
Sta 275 to Sta 281+70
Const. Irrigation Ditch 670'
Tr. Exc. 130 C.Y.
N 89°53'30"
22
23
15
14
0°15' C.R.
Δ=0°30'20"
T=101.11
289+65.63 P.T.
240
245
250
255
260
-0.04%
-0.06%
-0.10%
Exc 121
Emb 534
S.O.H. 1 Yd. Sta.
S.O.H. 1010 Yd. Sta.
+80-18" C.M.P 26' In Place
Extend 6' Lt & 6' Rt.
Tr. Exc 3 C.Y.
3350.65
S.O.H. 1702 Yd. Sta.
S.O.H. 2361 Yd. Sta.
S.O.H. 129 Yd. Sta.
Install 18" C.M.P
Tr. Exc 5 C.Y.
3344.19
PLATE 2 PLAN PROFILE

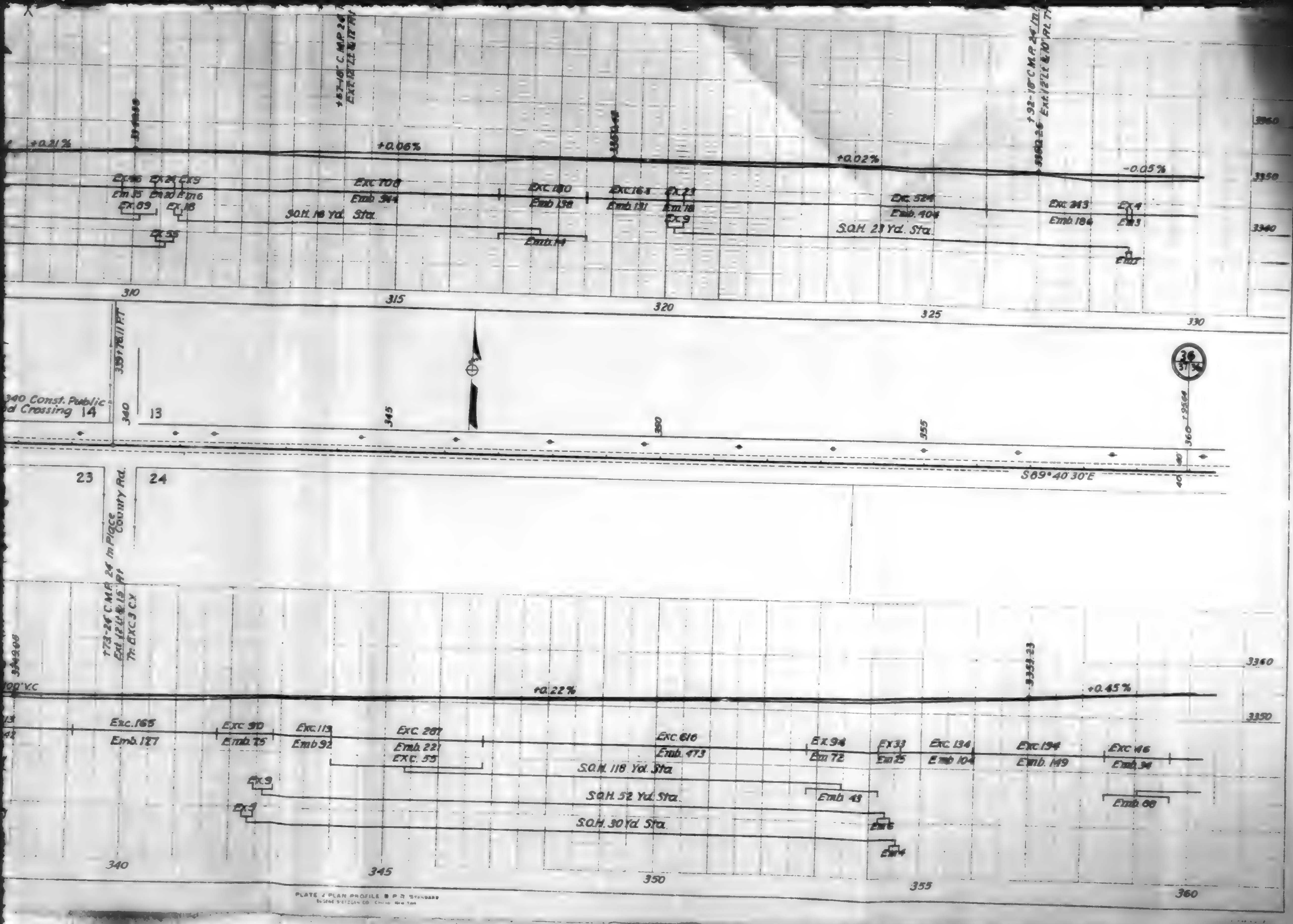

T8S, R40 E.W.M.
3350
3360
3340
3350
3360
330
300
300
40'
40'
3348.43
-0.12%
Exc. 525
Emb. 404
Exc. 84
Emb. 72
Emb. 63
+0.05%
3359.56
98.30
334+22.19 P.O.T.
334+23.89 P.S.
335
305
305
+40-36" C.M.P. 32.5' In Place
Ext. 10' Lt. & 12' Rt. Tr. Exc. 2 C.Y.
3348.83
400' V.C.
Sta. 288 Yd. Sta.
Sta. 60 Yd. Sta.
Exc. 860
Emb. 662
336+73.89 P.S.T.
337+26.11 P.C.S.
Sta. 340 Const. Public Road Crossing
14
+0.21%
3349.95
23
24
13
+73-24" C.M.P. 24' In Place
Ext. 12' Lt. & 15' Rt.
Tr. Exc. 3 C.Y.
County Rd.
340
339+76.11 P.T.
310
310
3349.80
Ex. 46
Ex. 21
Ex. 19
Em. 5
Em. 6
Ex. 89
Ex. 18
Ex. 35
300+50 Const. Rd. Appr.
Install 12" Pipe 24'
302 Const. Rd. Appr.
Install 12" Pipe 24'
+20 Const. Road Appr.
Install 12" Pipe 24'
301+20 Const. Rd. Appr.
Install 12" Pipe 24'
301+13.94
98.37
301+75 Const. Rd. Appr.
Install 12" Pipe 24'
Const. House Appr.
Install 12" Pipe 9'
+67-18" C.M.P. 24' In Place
Ext. 12' Lt. & 12' Rt. Tr. Exc. 3 C.Y.
Sta. 16 Yd. Sta.
Exc. 700
Emb. 544
+0.06%
345
315
315
S 89°35' E
Emb. 14
Exc. 120
Emb. 138
3350.48
Exc. 164
Emb. 131
Ex. 23
Em. 14
Ex. 9
350
320
320
+0.22%

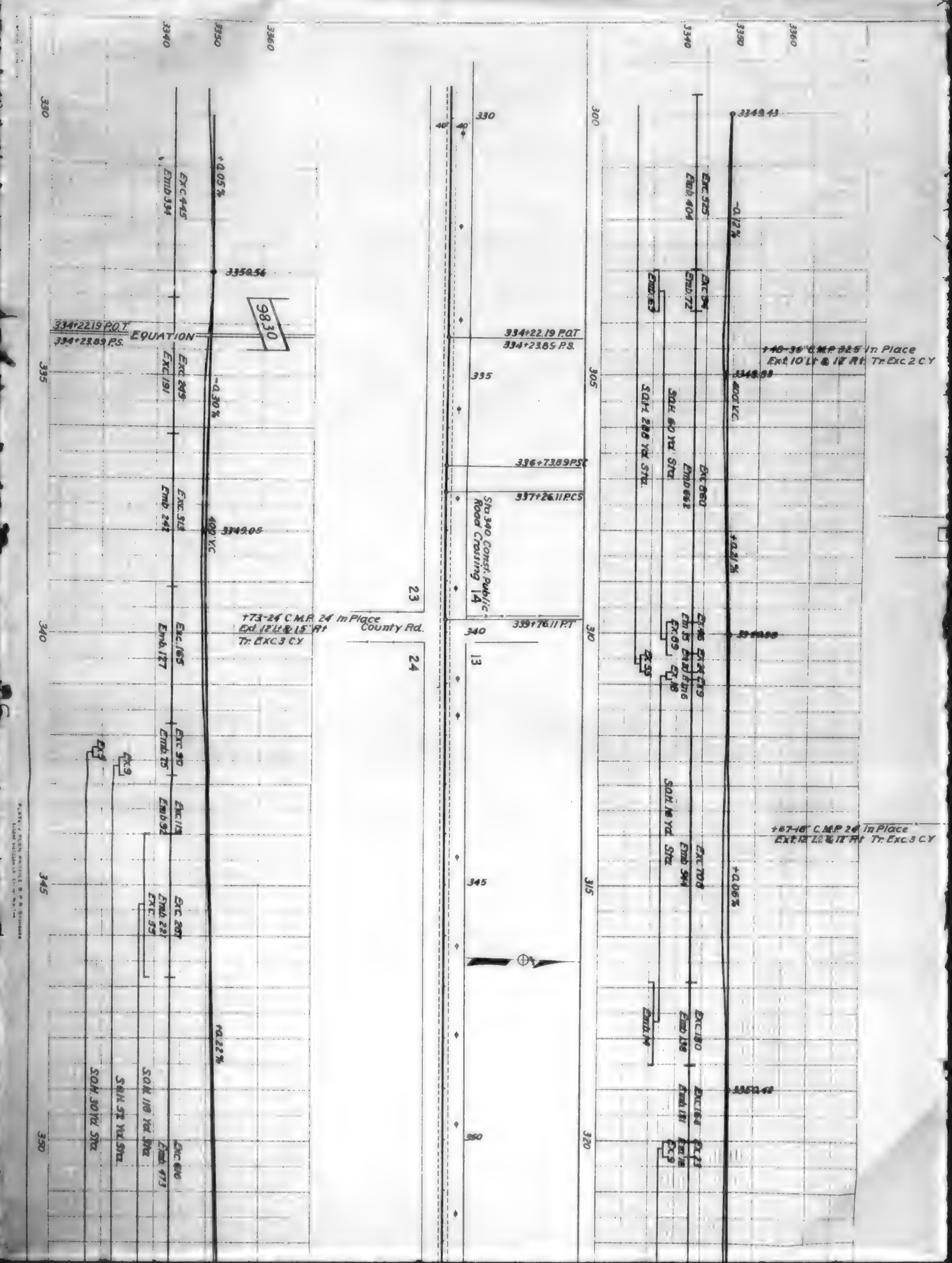


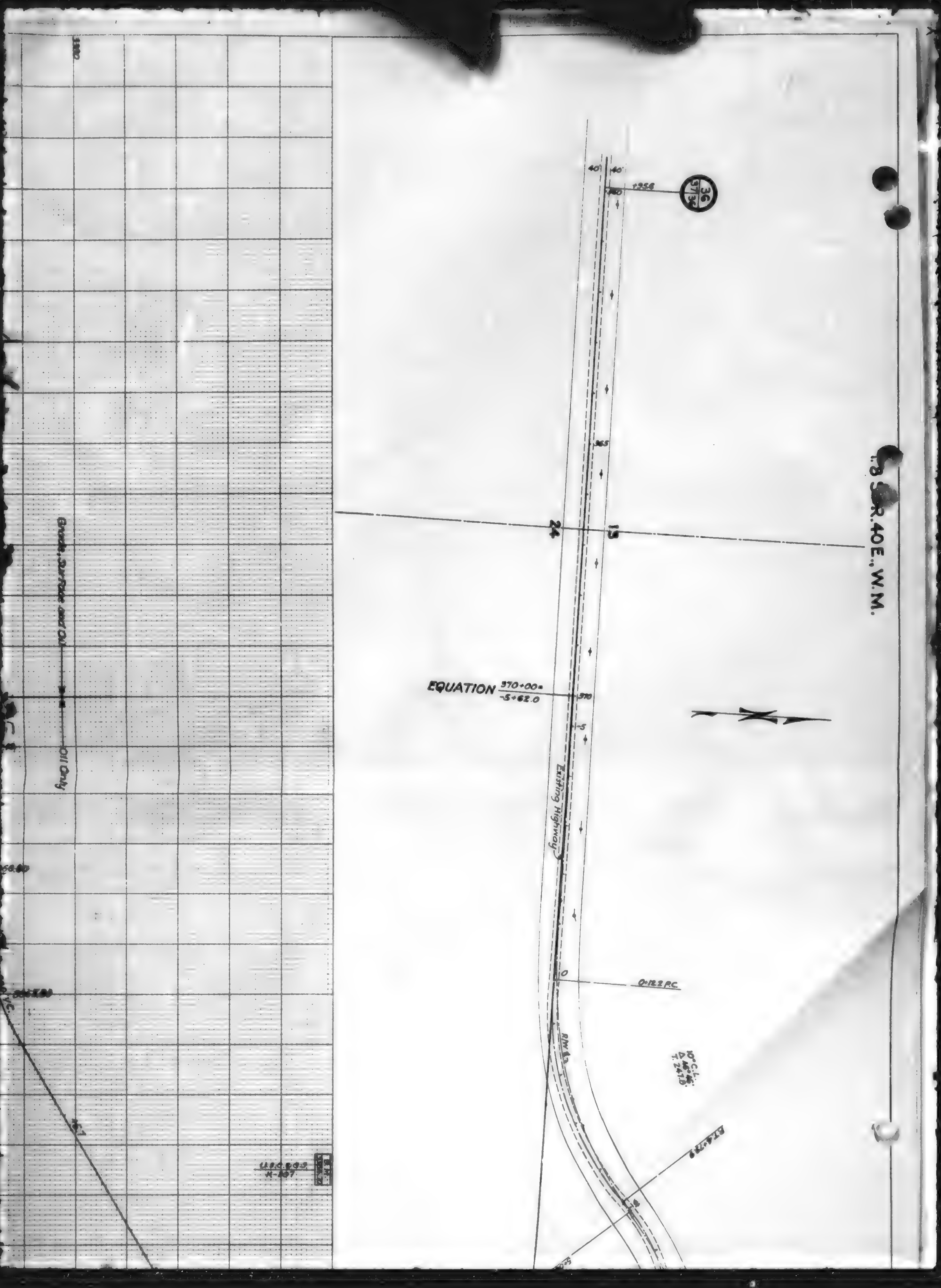
MILES BRIDGE-BAKER SECTION
MEDICAL SPRINGS HIGHWAY
BAKER COUNTY

SHEET NO 8

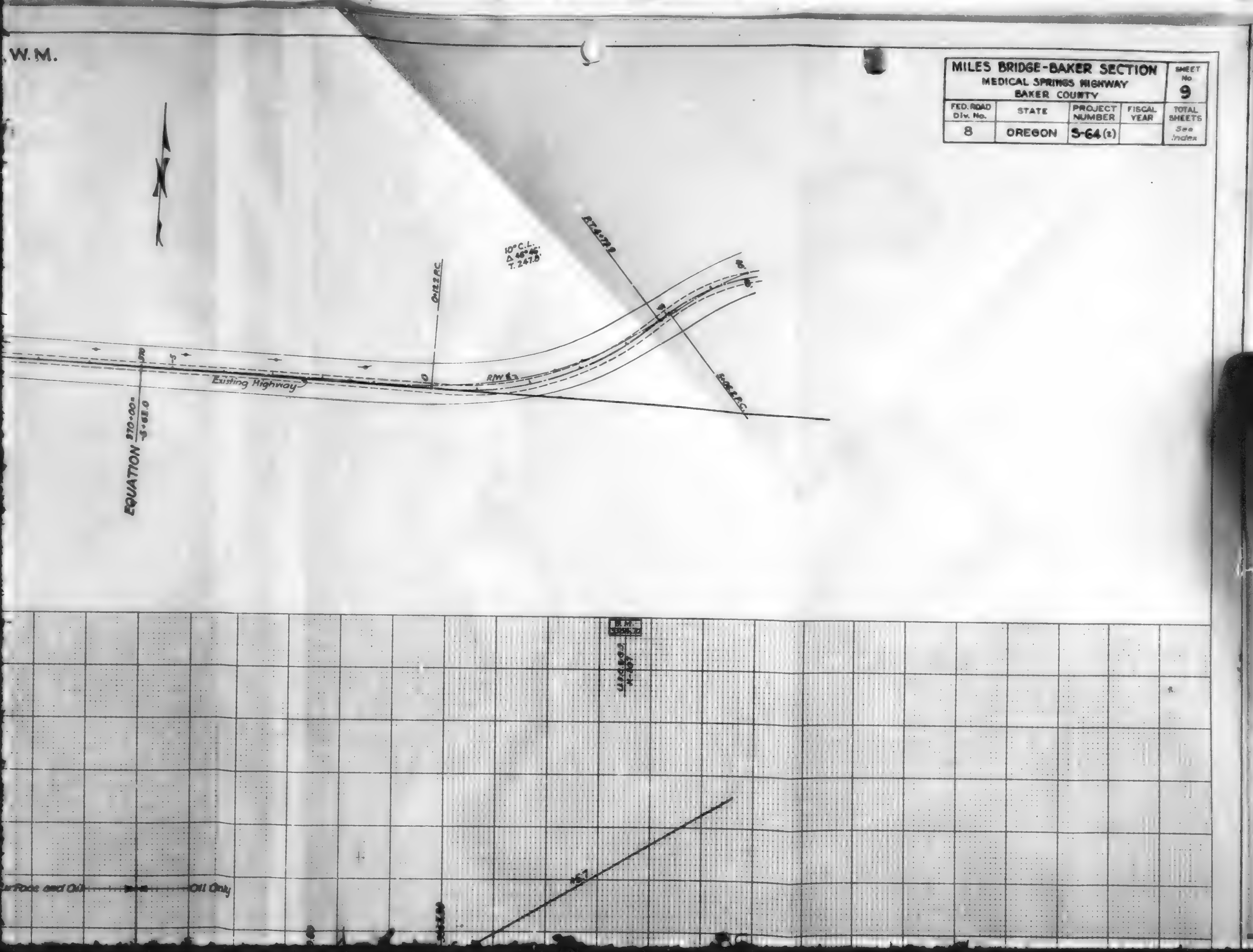
FED. ROAD DIV. NO	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-64(2)		


+0.21%
+0.06%
+0.02%
-0.05%
+67-18" C.M.P. 24
Ext. 12' Lt. & 12' Rt.
+92-18" C.M.P. 24' In
Ext. 12' Lt. & 10' Rt.
3360
3350
3340
Exc. 46 Em. 35 Ex. 69
Ex. 24 Em. 20 Ex. 18
Ex. 9 Em. 16
Ex. 55
S.O.H. 16 Yd. Sta.
Exc. 700
Emb. 344
Exc. 180
Emb. 138
Emb. 14
Exc. 164
Emb. 131
Ex. 21
Em. 18
Ex. 9
Exc. 524
Emb. 404
S.O.H. 21 Yd. Sta.
Exc. 243
Emb. 186
Ex. 4
Em. 3
310
315
320
325
330
340 Const. Public
Road Crossing
14
13
23
24
339+78.11 P.T.
340
345
350
355
360
+95.64
36
37 38
S 89° 40' 30" E
County Rd.
+73-24" C.M.P. 24 In Place
Ext. 12' Lt. & 15' Rt.
Tr. Exc. 3 C.Y.
100' V.C.
+0.22%
+0.45%
Exc. 165
Emb. 127
Exc. 90
Emb. 75
Exc. 113
Emb. 92
Exc. 287
Emb. 221
Exc. 55
Exc. 616
Emb. 473
Ex. 94
Em. 72
Ex. 33
Em. 25
Exc. 134
Emb. 104
Exc. 194
Emb. 149
Exc. 146
Emb. 94
S.O.H. 118 Yd. Sta.
S.O.H. 52 Yd. Sta.
S.O.H. 30 Yd. Sta.
Ex. 9
Ex. 5
Emb. 43
Em. 6
Em. 4
Emb. 88
340
345
350
355
360
PLATE 4 PLAN PROFILE B P R STANDARD

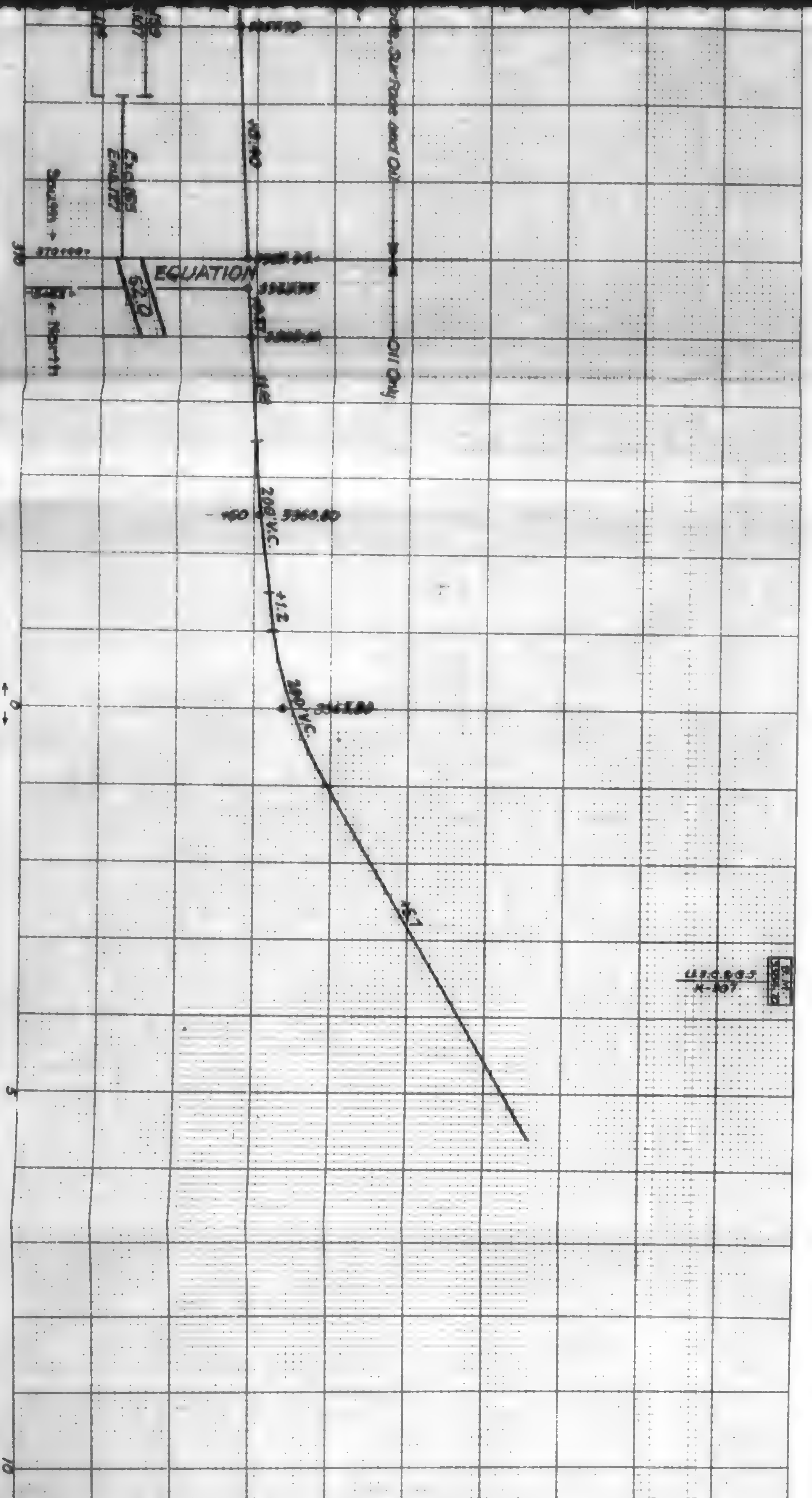

3340
3350
3360
330
+0.05%
Exc. 445
Emb. 334
3350.56
334+22.19 P.O.T.
334+23.89 P.S.
EQUATION
98.30
335
Exc. 249
Exc. 191
-0.30%
Exc. 513
Emb. 242
400' V.C.
3349.08
340
+73-24 C.M.P. 24 In Place
Ext. 12' Lt. & 15' Rt
Tr. Exc. 3 C.Y.
County Rd.
Exc. 165
Emb. 177
Exc. 90
Emb. 75
Ex. 9
Ex. 9
Exc. 113
Emb. 92
345
Exc. 207
Emb. 221
Exc. 55
+0.22%
350
S.O.H. 30 Yd. Sta.
S.O.H. 52 Yd. Sta.
S.O.H. 118 Yd. Sta.
Exc. 616
Emb. 473
40'
40'
330
334+22.19 P.O.T.
334+23.85 P.S.
335
336+73.89 P.S.C.
337+26.11 P.C.S.
Sta. 340 Const. Public Road Crossing
14
23
24
339+76.11 P.T.
340
13
345
350
300
3349.43
Exc. 525
Emb. 404
-0.12%
Exc. 94
Emb. 72
Emb. 63
+40-30" C.M.P. 32.5 In Place
Ext. 10' Lt. & 12' Rt. Tr. Exc. 2 C.Y.
305
3348.88
400' V.C.
S.O.H. 288 Yd. Sta.
S.O.H. 60 Yd. Sta.
Exc. 860
Emb. 662
+0.21%
310
Ex. 46
Em. 35
Ex. 09
Ex. 21
Emb. 16
Ex. 19
Ex. 16
Ex. 53
S.O.H. 18 Yd. Sta.
Exc. 700
Emb. 541
+0.06%
+67-18" C.M.P. 24 In Place
Ext. 12' Lt. & 12' Rt. Tr. Exc. 3 C.Y.
315
Exc. 180
Emb. 138
Emb. 14
3350.42
Exc. 164
Emb. 121
Ex. 21
Emb. 16
Ex. 9
320



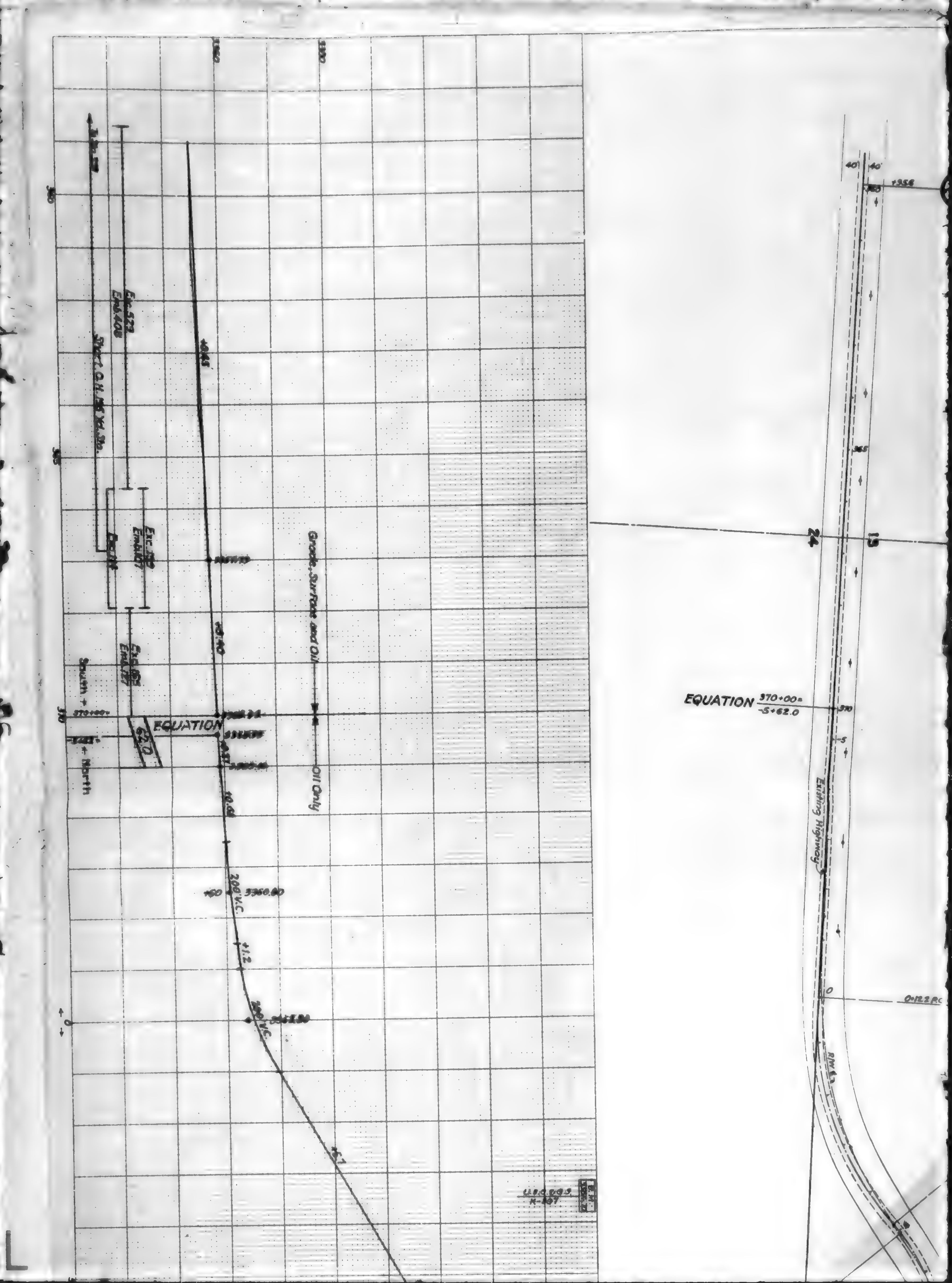
T.8 S., R.40 E., W.M.
EQUATION 370+00= -5+62.0
Existing Highway
24
13
40'
40'
36
370
365
0
0+12.2 P.C.
Grade, Surface and Oil
Oil Only



MILES BRIDGE-BAKER SECTION MEDICAL SPRINGS HIGHWAY BAKER COUNTY				SHEET No. 9
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-64(2)		See Index


EQUATION
200' V.C.
+1.2
200' V.C.
3360.80
3363.80
5
10

EQUATION 370+00= / -5+62.0
370
-5
Existing Highway
0
R/W



Exc. 572
Emb. 408
Exc. 65
Emb. 127
Grade, Surface and Oil
Oil Only
EQUATION
62.0
South + 370+00=
+ North
+0.45
+0.40
10.00
200 V.C.
+60
5360.80
+1.2
200 V.C.
+5.7
365
370
40'
40'
1958
24
13
EQUATION 370+00= -5+62.0
-5
Existing Highway
0
0+12.2 P.C.
R/W
U.S.C.&G.S.
K-307

RECEIVED
DEC 21 1948
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

OREGON DISTRICT
S-64(2)

August 27, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project S-64(2), Miles Bridge-Baker Section of the Medical Springs Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
AUG 30 1948
OREGON
STATE HIGHWAY COMMISSION

FI-24(4) John Day River-Squally Hook 1948
Sec., Columbia River Hwy.
#3071

RECEIVED
JAN 19 1951
FOR FILING

FI-24(4)

2071

2436
2358

January 17, 1951

Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Attention: Mr. L. W. Althof

Gentlemen:

In answer to your inquiry of January 16 concerning your bill number 504335, we wish to advise you that this was passed to our auditor for payment on December 26, 1950.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CAG:le
cc Bridge Department

Date: January 17, 19[illegible]

ASSIGNMENT

No. [illegible]
By [illegible]

Description: Mr. Althof's letter of January 16 referring to his letter of December 11 and Railroad Bill 504335 covering time and expenses of engineering inspector on John Day-Quinton Section

Acknowledged by ----- Referred to --Gardner ✓-------

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for ------------------

------------------------- signature

Assignment executed 1-18-51 Report received ---------

Remarks: (See Assignment No. 2358)

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

No. 2358

FORM 8010
2-50-5M

FORM 8010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

881 PITTOCK BLOCK
PORTLAND 5, OREGON

January 16, 1951

58

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

On December 11, 1950, I sent you Railroad Bill Collectible No. 504335 covering time and expenses of Engineering Inspector on the John Day - Quinton Section, Columbia River Highway.

Will you kindly advise if this bill has been placed in line for payment.

Yours truly,

L. W. Althof

RHB

To auditor 12/26/50

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
JAN 17 1951
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

ASSIGNMENT

No. 2358

By

r 13, 1950

cription: Union Pacific RR Co's letter of Dec. 11 attaching RR Bill Collectible No. 504335, in quadruplicate, covering time and engineering inspection expenses on John Day-Quinton Section of Columbia River Highway

Acknowledged by _ _ _ _ _ Referred to _ _ _ Gardner ✓ _ _ _ _ _ _

Investigate and report with recommendation

xx Investigation, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed _ _ _ _ _ _ Report received _ _ _ _ _ _ _ _

Remarks: Being checked to put in line for payment Eag 12/14/50

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

December 11, 1950

58

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: John Day-Quinton Section, Columbia River Highway

Attached is Railroad Bill Collectible No. 504335, in quadruplicate, covering time and expenses of Engineering Inspec- on the above project from November 1948 to May 1949, as provided in Section 5 of agreement between the State and the Railroad, dated April 19, 1949.

Please review the bill and if satisfactory, kindly place in line for payment.

Yours very truly,

L. W. Althof

L. W. Althof

RECEIVED
DEC 12 1950
OREGON
[illegible] COMMISSION

[illegible]

RECEIVED
DEC 13 1950
[illegible]

FI-24(4)

3071

RECEIVED

FOR FILING

Salem, Oregon Dec. 26 , 1950

STATE OF OREGON,

To UNION PACIFIC RAILROAD COMPANY , Dr.

Omaha, Nebraska

Project John Day River - ~~Blalocks~~ Squally Hook Section

Highway Comm. Agreement No. 326

Sub-Division No. -0-

Ry. Company's Agreement No. Audit 69257

Estimate No. ~~1~~ 2

Period Covered 11/48 to 5/49

Prefix & Acct. No. 11-~~1008~~ 1009

Item	Total Amount To Date	Previous Amount	Present Amount
Invoice No. 504335 (U.P.)	618.39	-0-	618.39
" " 453450 (WU)	120887	1208.87	-0-
No copy of Est #1 in our files			
See auditors voucher 20271, 1950			
Totals	~~618.39~~ 1827.26	-0-	618.39 ✓
Retained ~~10~~ %	~~61.84~~	-0-	~~61.84~~
Total Payments	~~556.55~~ 1827.26	-0-	~~556.55~~ 618.39

Pay This Estimate $ ~~556.55~~ 618.39

12/23/50

Computed by________ Checked by____

Approved Field Engr.________

Previous Voucher No.________

Approved:

Bridge Office Engineer

FORM E-30 25M 9-49 34892

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
December 18, 1950

SUBJECT: Bill for R.R. Engineer-Inspector
John Day - Squally Hook Section

To:

Mr. Dean Swift,
Ass't Division Engineer,
Bend, Oregon.

Dear Sir:

I am enclosing a letter from Mr. C.A. Gardner, Bridge Office Engineer, together with 3 copies of a railroad company bill for cost of engineer - inspector Dennis during construction of the highway between "John Day and Quinton" from November 26, 1948 to May 2, 1949.

This must apply to the John Day - Squally Hook Section as it is all prior to the time I came to The Dalles. Could you give Mr. Gardner the information he requests? Prefix of the John Day - Squally Hook Section was 11-1008.

Very truly,

AV Benedict
A.V. Benedict
Resident Engineer

cc: Mr. C.A. Gardner ✓

RECEIVED
DEC 19 1950
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

FORM E-30X 16M 8-49 31906

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1950

SUBJECT:

To:

Mr. A. V. Benedict
Resident Engineer
Box 420
The Dalles, Oregon

Dear Sir:

We are enclosing 3 copies of Union Pacific Railroad Bill No. 504339 which covers cost of an engineer inspector on the work in the vicinity of John Day and Quinton. These are for your check and approval. Authority for the billing and for payment for the work appears to be contained in Section 5 of an agreement between the highway commission and the railroad company dated April 19, 1948. If you do not have a copy of this agreement please advise us and we will obtain one for you. Perhaps you cannot check the bill in detail, item for item, but we would like to have an opinion from you as to whether or not the bill is reasonable.

Very truly yours,

C. A. Gardner
Bridge Office Engineer

CAGgn
Encl.
cc ~~W. E. Chandler~~
C. A. Gardner ✓

10-49-100M

Form 130 A

State of Oregon,
Highway Department,
Salem, Oregon.

BILL NO. 504335

MONTH'S ACCOUNT Nov 1950

JP DEPT. NO. 8867

DATE MADE ________ 19____

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred due to our engineer inspector looking after our interests along right-of-way between John Day and Quinton where Oregon State Highway Dept. constructing highway November 1948 to May 1949, inc. Agreement Audit No. 69257 dated April 19th, 1948.		
Detail Attached	618	39

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UN PACIFIC RAILROAD COMPANY

Expense of Union Pacific Engineer-Inspector Dennis inspecting and looking after Union Pacific interests along right-of-way between John Day and Quinton, where State of Oregon constructing highway Nov. 1948 to May 1949, inc.

Labor Pay Roll 707

November 1948

Nov. 26th - 8 hrs.			
" 30th - 6 "			
14 hrs. @ 1.97905 hr.	27.71		
3% Vacations	.83	28.54	
6.25% RRR & UI Tax		1.78	
10% Supervision on 27.71		2.77	33.09

December 1948

Dec. 1st - 4 hrs.			
" 3rd - 2 "			
" 14th - 8 "			
" 29th - 8 "			
22 hrs. @ 1.902933 hr.	41.86		
3% Vacations	1.26	43.12	
6.25% RRR & UI Tax		2.70	
10% Supervision on 41.86		4.19	50.01

January 1949

Jan. 10th - 8 hrs.			
" 12th - 4 "			
" 18th - 6 "			
" 20th - 4 "			
" 22nd - 1 "			
" 26th - 8 "			
" 28th - 2 "			
" 29th - 2 "			
" 31st - 8 "			
43 hrs. @ 1.97905 hr.	85.10		
3% Vacations	2.55	87.65	
6% RRR & UI Tax		5.26	
10% Supervision on 85.10		8.51	101.42

February 1949

Feb. 4th - 8 hrs.			
" 8th - 6 "			
" 11th - 8 "			
" 12th - 2 "			
" 14th - 7 "			
" 16th - 8 "			
" 25th - 6 "			
" 17th - 8 "			
" 26th - 2 "			
55 hrs. @ 2.151141 Hr.	118.31		
3% Vacations	3.55	121.86	
6% RRR & UI Tax		7.31	
10% Supervision		11.83	141.00

h 1949

Mar. 4th - 6 hrs.
" 5th - 3 "
" 7th - 8 "
" 8th - 4 "
" 11th - 5 "
" 12th - 2 "
" 22nd - 6 "
" 26th - 2 "
" 29th - 3 "
" 30th - 8 "

47 hrs. @ 1.832454 hr.	86.13		
3% Vacations	2.58	88.71	
6% RRR & UI Tax		5.32	
10% Supervision on 86.13		8.61	102.64

April 1949

Apr. 1st - 2 hrs.
" 2nd - 1 "
" 25th - 8 "
" 26th - 8 "

19 hrs. @ 1.902933 hr.	36.16		
3% Vacations	1.08	37.24	
6% RRR & UI Tax		2.23	
10% Supervision on 36.16		3.62	43.09

May 1949

May 2nd - 6 hrs. @ 1.902933 hr.	11.42		
3% Vacations	.34	11.76	
6% RRR & UI Tax		.71	
10% Supervision on 11.42		1.14	13.61

Personal Expenses

Date		Meals No.	Meals Cost	Bus.	Hotel	Total	
Nov.	26	2	2.55	5.98		8.53	8.53
Dec.	1	1	.95	5.29		6.24	
"	14	3	3.05	2.90		5.95	
"	29	3	3.00	5.09		8.09	20.28
Jan.	10	3	3.10	5.09		8.19	
"	12	1	1.00	2.70		3.70	
"	18	1	.90	3.50		4.40	
"	20	2	1.90	1.65		3.55	
"	26	3	2.75	4.80		7.55	
"	31	3	2.90	2.90		5.80	33.19
Feb.	4	2	1.80	2.70		4.50	
"	8	2	1.80	2.70		4.50	
"	11	3	2.70	3.51		6.21	
"	14	2	1.70	2.79		4.49	
"	17	3	2.55	5.06		7.61	
"	25	2	1.70	4.59		6.29	33.60
Mar.	4	1	.95	.20		1.15	
"	7	2	1.60	5.18		6.78	
"	8	2	1.85	2.63		4.48	
"	11	2	1.75	.52	2.25	4.52	

Personal Expenses (cont'd)

Date	Meals		Bus.	Hotel	Total	
	No.	Cost				
Mar. 22	2	1.95	2.41		4.36	
" 29	1	.90	-	3.25	4.15	
" 30	2	1.95	1.30		3.25	28.69
Apr. 26	2	1.90	2.79		4.69	4.69
May 2	2	1.25	.10(Tip-.20)	3.00	4.55	4.55

Total Expense 618.39

10-49-100M

Form 130 A

State of Oregon,
Highway Department,
Salem, Oregon.

BILL NO. 504335

MONTH'S ACCOUNT Nov 1950

JP DEPT. NO. 8867

DATE MADE 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred due to our engineer inspector looking after our interests along right-of-way between John Day and Quinton where Oregon State Highway Dept. constructing highway November 1948 to May 1949, inc. Agreement Audit No. 69257 dated April 19th, 1948.	
Detail Attached	618 59

O.K. 12-22 1950
RES. ENGR
CAREFULLY CHECKED
APPROVED
Div. or Engr.
11-1008
9

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expense of Union Pacific Engineer-Inspector Dennis inspecting and looking after Union Pacific interests along right-of-way between John Day and Quinton, where State of Oregon constructing highway Nov. 1948 to May 1949, inc.

Labor Pay Roll 707

November 1948

Nov. 26th - 8 hrs.
" 30th - 6 "

14 hrs. @ 1.97905 hr.	27.71		
3% Vacations	.83	28.54	
6.25% RRR & UI Tax		1.78	
10% Supervision on 27.71		2.77	33.09

December 1948

Dec. 1st - 4 hrs.
" 3rd - 2 "
" 14th - 8 "
" 29th - 8 "

22 hrs. @ 1.902933 hr.	41.86		
3% Vacations	1.26	43.12	
6.25% RRR & UI Tax		2.70	
10% Supervision on 41.86		4.19	50.01

January 1949

Jan. 10th - 8 hrs.
" 12th - 4 "
" 18th - 6 "
" 20th - 4 "
" 22nd - 1 "
" 26th - 8 "
" 28th - 2 "
" 29th - 2 "
" 31st - 8 "

43 hrs. @ 1.97905 hr.	85.10		
3% Vacations	2.55	87.65	
6% RRR & UI Tax		5.26	
10% Supervision on 85.10		8.51	101.42

February 1949

Feb. 4th - 8 hrs.
" 8th - 6 "
" 11th - 8 "
" 12th - 2 "
" 14th - 7 "
" 16th - 8 "
" 25th - 6 "
" 17th - 8 "
" 26th - 2 "

55 hrs. @ 2.151141 Hr.	118.31		
3% Vacations	3.55	121.86	
6% RRR & UI Tax		7.31	
10% Supervision		11.83	141.00

h 1949

Mar. 4th - 6 hrs.			
" 5th - 3 "			
" 7th - 8 "			
" 8th - 4 "			
" 11th - 5 "			
" 12th - 2 "			
" 22nd - 6 "			
" 26th - 2 "			
" 29th - 3 "			
" 30th - 8 "			
47 hrs. @ 1.832454 hr.	86.13		
3% Vacations	2.58	88.71	
6% RRR & UI Tax		5.32	
10% Supervision on 86.13		8.61	102.64

April 1949

Apr. 1st - 2 hrs.			
" 2nd - 1 "			
" 25th - 8 "			
" 26th - 8 "			
19 hrs. @ 1.902933 hr.	36.16		
3% Vacations	1.08	37.24	
6% RRR & UI Tax		2.23	
10% Supervision on 36.16		3.62	43.09

May 1949

May 2nd - 6 hrs. @ 1.902933 hr.	11.42		
3% Vacations	.34	11.76	
6% RRR & UI Tax		.71	
10% Supervision on 11.42		1.14	13.61

Personal Expenses

Date	Meals No.	Meals Cost	Bus.	Hotel	Total	
Nov. 26	2	2.55	5.98		8.53	8.53
Dec. 1	1	.95	5.29		6.24	
" 14	3	3.05	2.90		5.95	
" 29	3	3.00	5.09		8.09	20.28
Jan. 10	3	3.10	5.09		8.19	
" 12	1	1.00	2.70		3.70	
" 18	1	.90	3.50		4.40	
" 20	2	1.90	1.65		3.55	
" 26	3	2.75	4.80		7.55	
" 31	3	2.90	2.90		5.80	33.19
Feb. 4	2	1.80	2.70		4.50	
" 8	2	1.80	2.70		4.50	
" 11	3	2.70	3.51		6.21	
" 14	2	1.70	2.79		4.49	
" 17	3	2.55	5.06		7.61	
" 25	2	1.70	4.59		6.29	33.60
Mar. 4	1	.95	.20		1.15	
" 7	2	1.60	5.18		6.78	
" 8	2	1.85	2.63		4.48	
" 11	2	1.75	.52	2.25	4.52	

Personal Expenses (cont'd)

Date	Meals		Bus.	Hotel	Total	
	No.	Cost				
Mar. 22	2	1.95	2.41		4.36	
" 29	1	.90	-	3.25	4.15	
" 30	2	1.95	1.30		3.25	28.69
Apr. 26	2	1.90	2.79		4.69	4.69
May 2	2	1.25	.10(Tip- .20)	3.00	4.55	4.55

Total Expense 618.39

FORM E-30 25M 9-49 24992

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
September 15, 1950

SUBJECT: John Day River-Squally Hook-Section

To: Mr. B. W. Moore
Accounting Division
State Highway Department
Salem, Oregon

Dear Sir:

Search has been made of the files on the John Day River-Squally Hook Section of the Columbia River Highway, which is the section where work was done by the Western Union during 1948 and 1949, both in this office and the Resident Engineer's office in The Dalles, but could find no record of the bill in question.

Very truly yours,

Wm. E. Chandler
Division Engineer

By:
Dean Swift
Assistant Division Engineer

DS:ee

cc: Union Pacific Railroad Co.
V. A. Reeves ✓
H. G. Smith
I. A. De France

FORM E-30 25M 5-50 40000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1950

SUBJECT:

To:

~~Mr. William E. Chandler~~
~~Division Engineer~~
~~Box 309~~
Bend, Oregon

This bill paid on Vchr 20271 11/27/50

NOTED
W. A. REEVES

Dear Sir:

We have received a tracer from U. P. R. R. Co. covering the moving of Western Union Telegraph Company lines near Gaff, Oregon, between October 1948 and August 1949 in the amount of $1,308.87. Their bill number is 453450.

Please advise if you are holding this bill.

Very truly yours,

E. W. Moore
Accounting Division

EWM:rs

cc: Union Pacific Railroad Company

W. A. Reeves, Bridge Dept.

H. G. Smith, Construction Dept.

I. A. DeFrance, Lab. Building

NOTED
W. A. REEVES

RECEIVED
SEP - 1950
STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
SEP 28 1950
FOR FILING

71-24(4)

17

September 27, 1950

Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Attention: Mr. L. W. Althof

Gentlemen:

This will acknowledge receipt of your letter of August 17th enclosing Bill No. 453450 for work done by the Western Union Company on the John Day-Squally Hook Section. These documents have been referred to the resident engineer in the field for the project, and we expect to have them returned to this office in a short time.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. WILLIAMS
Assistant State Highway Engineer

WARgn
cc G. S. Paxson

ASSIGNMENT

August 23, 1950

No.
By

Description: Union Pacific RR Co's. letter of August 17 attaching four copies of Bill No. 453450, dated June, 1950, covering chgs. for protecting its lines in connection with John Day River- Squally Hook Project

Acknowledged by _ _ _ _ _ Referred to _ _ Reeves ✓ _ _ _ _ _ _ _

Investigate and report with recommendation
~~[illegible]~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 9-21-50 Report received

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM 3010
3-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

August 17, 1950

58

Agreement File
RR # 326

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Asst. State Highway Engineer

Dear Sir:

Re: John Day River-Squally Hook Section, Columbia River Highway.

Attached are four copies of Union Pacific Railroad Company bill No. 453450, dated June 1950, covering The Western Union Telegraph Company's charges for protecting its lines in connection with the above captioned project. This work was authorized by your letter of August 30, 1948.

Please review the bill and if satisfactory to you place in line for payment.

Yours truly,

L. W. Althof

NOTED
W. C. WILLIAMS

RECEIVED
AUG 24 1950
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
AUG 31 1949
FOR FILING

71-24 (4)

3071

August 30, 1949

Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Attention: Mr. L. V. Althof
Resident Engineer

Dear Mr. Althof:

In reply to your letter of August 29, we can advise that our Contract No. 3071 with Rogers Construction Co. for grading and surfacing on the John Day River-Squally Hook Section of the Columbia River Highway, in Gilliam County, was completed May 5, 1949, and accepted by the Commission on June 28, 1949.

Final payment was mailed to the contractor on July 28, 1949.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HRG-FAR:co

FORM 3010
2-49-3M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF,
[illegible]
RESIDENT ENGINEER

881 PITTOCK BLOCK
PORTLAND 5, OREGON

August 29, 1949

58

3071

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Will you please advise whether your contract with Rogers Construction Company covering the John Day-Squally Hook Section of the Columbia River Highway has been completed. If so, may I be advised of date of such completion and date of acceptance.

Yours truly,

L. W. Althof.

RECEIVED
AUG 30 1949
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO [illegible]
BY SECRETARY

prepare reply

RECEIVED
FOR FILING
FORM E-30 10M 6-48 23489
71-24(4)
3071

Fi 1-3

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 27, 1949

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	11661	3071	8-final	Rogers Constr. Co.	7,463.25	354621	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

I have your acceptance notice on file for this job. No time extension on record.

aaw

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

Approved ____________
Secretary

NOTED ON CARD
7-28-49

RECEIVED
JUL 25 1949
FOR FILING

71-24 (4)

3071

July 22, 1949

The Fidelity and Casualty Company
of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California

Attention: Mr. F. M. Reimers
Superintendent, Bonding Department

Dear Mr. Reimers:

We have your letter of July 19 concerning the status of Contract No. 3071 with Rogers Construction Company.

This job was completed May 5, 1949, and accepted by the Commission June 28, 1949. The total amount of the contract is $227,511.98.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAG:eo

The Fidelity and Casualty Company of New York

BERNARD M. CULVER, CHAIRMAN   FRANK A. CHRISTENSEN, PRESIDENT

SAN FRANCISCO BRANCH OFFICE
60 SANSOME STREET, SAN FRANCISCO 4, CAL.
CARROLL R. YOUNG, RESIDENT MANAGER

America Fore
INSURANCE GROUP

July 19, 1949

Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 2235922 - Rogers Construction Co.
State Highway Contract No. 3071

Gentlemen:

This will acknowledge receipt of your letter of July 7th wherein you advise as to final payment being made to the contractor on July 17th. From your letter we gather that the contract was officially accepted by the State on June 28th and that the total amount of monies paid the contractor for work performed was $227,511.98.

Please advise if our understanding in this regard is incorrect.

Yours very truly,

F. M. REIMERS
Superintendent, Bonding Department

FMR/vs

RECEIVED
JUL 2[illegible] [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 8 1949
FOR FILING

41-24(4)

3071

July 7, 1949

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
66 Sansome Street
San Francisco 4, California

Attention: Carroll E. Young

Gentlemen:

This is to advise you that state highway contract No. 3071 for work on the John Day River-Squally Hook Section of the Columbia River Highway, in Gilliam County, has been completed by the contractor, Rogers Construction Company, and that final payment in the amount of $7,463.25 will be made on or after July 17, 1949.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $227,511.98, of which amount $670.96 represents force account items. This contract was completed on May 5, 1949, and accepted by the Commission on June 28, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

so

cc - The Fidelity & Casualty Co. of New York
Fullett, Sturm & Co.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD
7-9-49
eo

RECEIVED
JUN 9 1949
FOR FILING

71-24 (4)

3071

June 8, 1949

The Fidelity & Casualty Co.
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

This to advise you of the intention of the State Highway Commission to make semi-final payment to Rogers Construction Co., on contract No. 3071, covering the John Day River-Squally Hook Section of the Columbia River Highway in Gilliam County. This payment, in the amount of $2,133.28, will be made on or after June 18, 1949. The retained percentage is $6,805.63.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Fidelity & Casualty Co.
San Francisco Branch Office
60 Sansome St.
San Francisco 4, Calif.

Pallett, Sturm & Co.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 6 1949
FOR FILING
71-24 (4)
3071

Salem, Oregon
June 3, 1949

Payment for oiling slopes,
John Day River-Squally
Hook Section

Mr. Dean Swift
Resident Engineer
Box 420
The Dalles, Oregon

Dear Sir:

For the reasons explained in our letter of May 25, when we returned to you the Babler Bros.' invoices for the oiling of slopes on the John Day River-Squally Hook Section, we are returning herewith purchase requisition No. 25,581 covering the same work.

We again suggest that the work be handled as extra work under the Rogers Construction Co. contract. If there is reason why that cannot be done, please advise in detail.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP/gs

Encl.

cc to W. E. Chandler

Salem, Oregon
May 25, 1949

Payment for oiling slopes
John Day River-Squally
Hook Section

Mr. Dean Swift
Resident Engineer
Box 420
The Dalles, Oregon

Dear Sir:

The enclosed invoice in the amount of $670.96 payable to Babler Bros. for the oiling of slopes on the John Day River-Squally Hook Section is being returned to you for different handling as payment directly to Babler Bros. places the work in the category of a contract awarded without a call for bids, which, under state law, is not permissible.

Babler Bros. are not, for some reason, listed as subcontractors on the estimates for the John Day River-Squally Hook Contract (Contract No. 3071), but it appears probable that they do hold a subcontract on that project. If that is the case, the oiling of the slopes could be considered subcontract work, and payment for it could be made to the Rogers Construction Co.

If it is desired to handle the payment in that manner, please submit the required extra work order and resubmit the invoice for payment thereunder.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP/gs

Encl.

Salem, Oregon
May 25, 1949

Payment for oiling slopes
John Day River-Squally
Hook Section

Mr. Dean Swift
Resident Engineer
Box 420
The Dalles, Oregon

Dear Sir:

The enclosed invoice in the amount of $670.96 payable to Babler Bros. for the oiling of slopes on the John Day River-Squally Hook Section is being returned to you for different handling as payment directly to Babler Bros. places the work in the category of a contract awarded without a call for bids, which, under state law, is not permissible.

Babler Bros. are not, for some reason, listed as subcontractors on the estimates for the John Day River-Squally Hook Contract (Contract No. 3071), but it appears probable that they do hold a subcontract on that project. If that is the case, the oiling of the slopes could be considered subcontract work, and payment for it could be made to the Rogers Construction Co.

If it is desired to handle the payment in that manner, please submit the required extra work order and resubmit the invoice for payment thereunder.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP/gs

Encl.

RECEIVED
JUN 2 1949
FOR FILING
FORM E-30 26M 1-48 20080

FI 24(4)

3071

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

May 31, 1949
Salem, Oregon

1169W

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Sir:

Reference is made to Record of Assignment No. 1169, WCW pertaining to a complaint of the Union Pacific Railroad that the contractor on the John Day River-Squally Hook Section disrupted the communicating circuit on May 1st.

We have had Mr. Swift investigate this complaint and attach hereto a copy of his report.

Very truly yours,

H. G. Smith
Construction Engineer

By: Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:es
Enclosure

C O P Y

FORM E-30 25M 1-49 29033

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Ore.
May 28, 1949

SUBJECT:

To: Mr. H. G. Smith
Const. Engr.
State Hwy. Dept.
Salem, Oregon

Dear Sir:

I checked into the matter of interrupted telephone service at the Rufus depot, and found lead in from a telephone pole to the building had been damaged at about the time stated. No one there seemed to know for sure who did it, but Bablers were there loading asphalt at the time, and moved from one side of the building to the other during the loading operations, and their retort, when hooked up with loading pipes is high enough to have hooked the telephone line. I have no doubt but they caused the delay. The actual amount needed to repair the line shouldn't have been over $2.00.

Very truly yours,

Dean Swift (Signed)

Deas Swift, Res. Engr.

cc Mr. W. E. Chandler

ASSIGNMENT No. 1169 WCW

DESCRIPTION: Union Pacific RR Co. letter of May 6 advising of interruption in their dispatching circuit & stating bill will be rendered against Rogers Const. Co. (John Day-Squally Hood Section)

DATE: 5-10-49 ASSIGNED TO: SMITH

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date____________

xxx☐ ~~NOTE AND RETURN TO FILES~~

REPORT RECEIVED: 6-1-49 me

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

REMARKS:

FORM 3010
2-48-3M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF,
RESIDENT ENGINEER

881 PITTOCK BLOCK
PORTLAND 5, OREGON

May 6, 1949

58

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

(CC - Rogers Construction Co.,
11760 N. E. Glisan Street,
Portland 16, Oregon.

Mr. L. A. Collins - Portland
Mr. A. McAllister - Albina
Mr. A. Robinson - Portland (2)

Dear Sir:

In connection with the John Day-Squally Hook Section of the Columbia River Highway, reconstruction of which is under contract to Rogers Construction Company.

Under date of May 3rd, our Superintendent of Telegraph advises of an interruption of our dispatching circuit, as follows:

> "Contractor oiling highway tore down phone drop to depot at Rufus, causing interruption of communication circuit, 10:40 A.M., May 1."

Upon investigation, it was learned that the damage was done Saturday, but due to the dry climatic conditions the trouble did not show up until Sunday.

In due course a bill covering the repair of interruption will be rendered against Rogers Construction Company.

Yours truly,

L. W. Althof

RECEIVED
MAY 10 1949
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. C. WILLIAMS

RECEIVED
MAY 12 194
FOR FILING

71-24(4)

3071

May 12, 1949

Fidelity & Casualty Co.of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Rogers Construction Co. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3071 for grading and surfacing on the John Day River-Squally Rock Section of Columbia River Highway, in Gilliam County. This payment, which is in the amount of $74,136.94, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $6,739.65. The present payment to the contractor will be made on or after May 23, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Fidelity and Casualty Co.of New York
Pallett,Sturm & Co., Agent
United States National Bank Bldg.
Portland 4, Oregon

San Francisco Branch Office

NOTED ON CARD

5-12-49

RECEIVED
MAY 10 1949
FOR FILING

FI-24(4)

3071

File

May 9, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on May 5, 1949 on Contract No. 3071, John Day River-Squally Hook Section in connection with Federal Aid Project No. FI-24 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: John Cattrall
RBP:md

Form E-1—5M—1-46

7/10 (7)

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 6,1949, 19

Section John Day River - Squally Hook

Kind of work Grad. Surf. and Bit. Macadam

Highway Columbia River

Section prefix 11-1008

Contractor Rogers Const Co.

Contract number 3071

Date of Contract Oct. 11,1948, 19

Date of completion Sept. 30,1949, 19

Date work started Nov. 1,1948, 19

Estimated date of completion May. 5,1949, 19

Amount of contract $227,409

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering $226,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $, %

Date project was completed May 5, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished the final seal the first of this week, shot a second car on the slopes under a state force order, and gave the finished surface a final brooming on Thursday, and called that date the finishing date. The maintainence crew at Rufus are rigging up a pull broom and will maintain the surface until the excess rock is taken up.

NOTED
H. G. SMITH

NOTED
E. A. [illegible]

Signed Dean Swift

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.78	3.78		3.78	
Miles partially completed					
Miles completed	3.78	3.78		3.78	
Total estimated quantities	112,000	35,000	2,000	5,600	
Estimated quantities moved or placed to date	112,000	35,000	2,000	5,600	
Average daily quantities					
Average daily quantities necessary to complete project on time				completed	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				6	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....1...., Rollers ....1...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
MAY 9 - 1940
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 2 [illegible]
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
~~WASHINGTON~~

P.O.Box 3900
PORTLAND 8, OREGON

FI-24(4)

April 4, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are enclosing herewith for your files an executed copy of an agreement for Oregon Project FI-24(4), John Day River-Squally Hook Section of the Columbia River Highway.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encls.

REC[illegible]
OREGON
[illegible]WAY COMMISSION

R 2 (Revised 1946)

7643

State Oregon

Federal Aid Project No. FI-64(4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10 day of February, 1949, by and between The Oregon State Highway Commission constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of May, 1947, a project statement, which was approved on the 2nd day of July, 1947, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of August, 1948; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred forty-nine thousand six hundred and 00/100 dollars ($149,600.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-2

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939 (Include date and citation of act of legislature by which authorized)

(b) From other sources ______________________ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 64+73.5 in the NE 1/4, Section 23, T. 3 N., R. 17 E., W.M., and survey station 201+50 in the SW 1/4, Section 16, T. 3 N., R. 18 E., W.M., without exception ______________________, length 3.682 miles, in Gilliam County, being Oregon Federal Aid project No. FI-64(4), consisting of 3.682 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, ______________________, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

RECEIVED FEB 13 '43

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

one hundred forty-nine thousand six hundred and 00/100

dollars ($149,600.00), which does not exceed the authorized Federal pro rata share of

two hundred forty-one thousand three hundred thirty-nine and 06/100

dollars ($241,339.06), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chapter 529, Laws 1939
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ____________________
Chairman, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By Ben R. Chandler
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

Acting STATE HIGHWAY ENGINEER

Attest ____________________
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By ____________________
Division Engineer,
Public Roads Administration.

OREGON DIST
FEB 13

RECEIVED
DEC 21 1948
FOR FILING
FI 24(4)
3071

December 20, 1948

Mr. W. B. Matlock
P. O. Box 187
Umatilla, Oregon

Dear Sir:

We have your letter of December 17 in regard to the condition of the detour east of the John Day river on US30. I was over this section of the highway the night of December 11 and it was extremely muddy due to the heavy rains of that day. On my return the following day, the mud was all dried and on neither trip did I experience any difficulty.

Since your letter came this morning, the engineer in charge of this work was in the office and states that last week some old salvaged material was placed on this section and it is now in as good condition as can be expected through the construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW/gd
cc: [illegible] S. Williams

Mr. W. B. Matlock,
P. O. Box 197,
Umatilla, Oregon.

17 December 1948

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In recent weeks I have had occasion to make three trips from Umatilla to Portland. I should like to call your attention to the condition of that portion of Highway U. S. 30 east of the John Day River, more specifically from about mile post 120 to mile post 124 from Portland. This section of road is being rebuilt and/or relocated by Rogers Construction Company of Portland, under the supervision of your office.

My latest trip to Portland was the night of December 10, 1948. The east approach to the section above referred to was marked by one antiquated "smudge pot" warning, and a sign indicating that construction was in progress. Several other "smudge pots" were placed at extremely bad locations. At least one one-quarter mile section was practically impassible, with mud and rocks hub deep, and so rough that it had to be negotiated in second gear at about 10 miles per hour.

I returned from Portland the morning of December 15, 1948. On approaching this section of road, I was stopped by a flag man who very courteously informed me of the work in progress. However, along a portion of the four miles, heavy earth-moving equipment was working in the roadway that through traffic was required to use. Fill material was being dumped on the roadway, of which only a single lane was open, and made it nearly impossible for passenger cars to get through. In several places the underpart of my vehicle scraped on high spots and boulders.

I am an engineer, and recognize the problems involved in highway reconstruction and relocation. I also know that good engineering practice calls for construction and maintenance of adequate detours and by-passes when the traffic interferes with the work, or when the reconstruction is of such nature that normal traffic cannot proceed in a reasonable fashion. Furthermore, sufficient lighting and warning, including flag men, pilot cars if necessary and other such devices as may be required should be provided to alert drivers during hours of darkness; this for safety if for no other reason.

Highway U. S. 30 at this point carries a large volume of commercial as well as private vehicles. I feel that your organization has been negligent in not requiring the contractor to provide minimum facilities in this section; or if the contract requires such provisions, your office has failed to obtain the compliance of the contractor.

Busy as you are, it is suggested that you personally inspect the above-mentioned section, for in the period from November 10, 1948 until December 15, 1948 it has become progressively worse to the extent that it should be completely closed to all traffic until the construction is completed.

I am contemplating another trip to Portland during the Christmas Holidays and I hope the situation will be considerable improved over what I have encountered in the past four weeks.

Yours very truly,

W. B. Matlock

Mr. W. B. Matlock

RECEIVED
DEC 20 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 4
FOR FILING
FI-24(4)

December 6, 1948

Mr. T. N. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the John Day River-Squally Hook Section, Project No. FI-24 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. FI-24 (4)

JOHN DAY RIVER-SQUALLY HOOK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 26, 1948

Roadway (Sta. 6+73.5 to 201+50) Code No. 5251

All Required		Clearing and Grubbing (98%)		$ 14,766.15
100	cu. yds.	Structural Excavation, Unclassified	$ 4.00	400.00
60	cu. yds.	Trench Excavation, Unclassified	4.00	240.00
49,600	cu. yds.	General Excavation, Location "A", Unclassified	0.74	36,704.00
62,000	cu. yds.	General Excavation, Location "B", Unclassified	0.74	45,880.00
300,000	yd. stas.	Short Overhaul	0.02	6,000.00
4,100	C-yd. stas.	Long Overhaul	0.50	2,050.00
3.63	miles	Finishing Roadbed & Slopes	100.00	363.00
15,000	lin. ft.	Rounding Cutbanks	0.10	1,500.00
960	lin. ft.	18" Concrete Pipe	3.00	2,880.00
90	lin. ft.	24" Concrete Pipe	4.00	360.00
200	hours	Reshaping Slopes With Bulldozer	8.00	1,600.00
1,600	hours	Salvaging and Reinstalling Guard Rail	2.00	3,200.00
40	only	Wood Sight Posts	8.00	320.00
2,230	cu. yds.	Salvaging Surfacing Material	0.50	1,115.00
6,240	cu. yds.	3/4" — 0" Reject Material in Leveling Course	1.00	6,240.00
17,560	cu. yd.	1½" - ¾" Rock in Base	2.00	35,120.00
10,700	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.00	21,400.00
3,250	M-gal.	Sprinkling	1.00	3,250.00
3.68	miles	Preparation of Base	75.00	276.00
5,540	cu. yds.	Furnishing and Placing Aggregate	3.00	16,620.00
78	tons	Furnishing and Placing Emulsified Asphalt in Binder Course	42.00	3,276.00
336	tons	Furnishing and Placing 120-150 Asphalt	41.00	13,776.00
49	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	42.00	2,058.00
			Subtotal	$219,399.15
			10% Engr. & Cont.	21,939.91
			Total	$241,339.06

Length of Roadway 3.682 miles
Cost per mile $65,545.64

Federal Aid Funds	$149,600.00
State Funds	91,739.06
	$241,339.06

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maint.: Chap. 529, Laws 1939

September 16, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover four copies of agreement with the Union Pacific Railroad Company covering encroachments on their right of way in connection with construction of the John Day River-Squally Hook Section, Project No. FI-24 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:md

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

August 27, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project FI-24(4), John Day River - Squally Hook Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights-of-way or rights-of-entry have been obtained and will also be subject to your acceptance of any special clauses in the project agreement which are deemed necessary to protect the interests of the Federal Government.

The project agreement cannot be prepared until copies of the railroad easement have been submitted.

Very truly yours,

[illegible]. F. M. DAVIS
District Engineer.

RECEIVED
AUG 30 1948
OREGON
STATE HIGHWAY COMMISSION

August 17, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the John Day River-Squally Hook Section, Project No. FI-24 (4).

Six bid proposals and one blueprint copy of the plan summary sheet are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN/gs

Encl.

Oregon State Highway Department Federal Aid Project No. FI-24 (4)

JOHN DAY RIVER-SQUALLY HOOK SECTION

OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 17, 1948

Roadway (Sta. 6+73.5 to 201+50)

All Required		Clearing and Grubbing (98%)		$ 4,900.00
100	cu. yds.	Structural Excavation, Unclassified	$ 3.00	300.00
60	cu. yds.	Trench Excavation, Unclassified	3.00	180.00
49,600	cu. yds.	General Excavation, Location "A", Unclassified	0.40	19,840.00
62,000	cu. yds.	General Excavation, Location "B", Unclassified	1.25	77,500.00
300,000	yd. stas.	Short Overhaul	0.02	6,000.00
4,100	C-yd. stas.	Long Overhaul	0.50	2,050.00
3.68	miles	Finishing Roadbed and Slopes	500.00	1,840.00
15,000	lin. ft.	Rounding Cutbanks	0.15	2,250.00
960	lin. ft.	18" Concrete Pipe	3.00	2,880.00
90	lin. ft.	24" Concrete Pipe	4.50	405.00
200	hours	Reshaping Slopes With Bulldozer	12.00	2,400.00
1,600	hours	Salvaging and Reinstalling Guard Rail	2.00	3,200.00
40	only	Wood Sight Posts	6.00	240.00
2,230	cu. yds.	Salvaging Surfacing Materials	1.50	3,345.00
6,240	cu. yds.	3/4" - 0" Reject Material in Leveling Course	1.50	9,360.00
17,560	cu. yds.	4½" - 2" Rock in Base	2.25	39,510.00
10,700	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	26,750.00
3,250	M-gals.	Sprinkling	2.50	8,125.00
3.68	miles	Preparation of Base	200.00	736.00
5,540	cu. yds.	Furnishing and Placing Aggregates	3.75	20,775.00
78	tons	Furnishing and Placing Emulsified Asphalt in Binder Course	40.00	3,120.00
336	tons	Furnishing and Placing 121-150 Asphalt	40.00	13,440.00
49	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00	1,960.00
			Subtotal	$251,106.00
			10% Engr. & Cont.	25,110.60
			Total	$276,216.60

Length of Roadway	3.682 miles
Cost per mile	$75,018.08

Federal Aid Funds- -	$168,000.00
State Funds- -	108,216.60
	$276,216.60

July 6, 1948

Mr. T. W. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the John Day River-Squally Hook Section, Project No. FI-24 (4).

Six bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

JOHN DAY RIVER-SQUALLY HOOK SECTION

PROJECT NO. FI-24 (4)

All necessary rights of way have been acquired for this project except receipt of signed copies of the agreement with the Union Pacific Company covering encroachment of the highway on the railroad right of way. It is now anticipated that all necessary rights of way can be made fully available within twenty days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 2, 1948

Oregon State Highway Department Federal Aid Project No. FI-24 (4)

JOHN DAY RIVER-SQUALLY ROCK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 2, 1948

Roadway (Sta. 6+73.5 to 201+50)

All Required		Clearing and Grubbing		$ 5,000.00
90	cu. yds.	Structural Excavation, Unclassified	$ 3.00	270.00
60	cu. yds.	Trench Excavation, Unclassified	3.00	180.00
51,000	cu. yds.	General Excavation, Location "A", Unclassified	0.40	20,400.00
52,000	cu. yds.	General Excavation, Location "B", Unclassified	1.25	65,000.00
285,000	yd. stas.	Short Overhaul	0.02	5,700.00
4,000	C-yd. stas.	Long Overhaul	0.50	2,000.00
3.68	miles	Finishing Roadbed and Slopes	500.00	1,840.00
15,000	lin. ft.	Rounding Cutbanks	0.15	2,250.00
900	lin. ft.	18" Concrete Pipe	3.00	2,700.00
90	lin. ft.	24" Concrete Pipe	4.50	405.00
200	hours	Reshaping Slopes With Bulldozer	12.00	2,400.00
1,600	hours	Salvaging and Reinstalling Guard Rail	2.00	3,200.00
40	only	Wood Sight Posts	6.00	240.00
2,230	cu. yds.	Salvaging Surfacing Material	1.50	3,345.00
6,240	cu. yds.	3/4" - 0" Reject Material in Leveling Course	1.50	9,360.00
19,560	cu. yds.	4½" - 2" Rock in Base	2.25	44,010.00
12,710	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	31,775.00
3,250	M-gals.	Sprinkling	2.50	8,125.00
3.68	miles	Preparation of Base	200.00	736.00
5,540	cu. yds.	Furnishing and Placing Aggregates	3.75	20,775.00
78	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	38.00	2,964.00
336	tons	Furnishing and Placing 121-150 Asphalt	38.00	12,768.00
49	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	38.00	1,862.00
			Subtotal	$247,305.00
			10% Engr. & Cont.	24,730.50
			Total	$272,035.50

Length of Roadway	3.682 miles
Cost per mile	$73,882.53

Federal Aid Funds- -	$168,000.00
State Funds- -	105,035.50
	$272,035.50

SUMMARY OF FEDERAL AID WORK

JOHN DAY RIVER-SQUALLY HOOK SECTION

PROJECT NO. FI-24 (4)

Former		Present			Length	
Project	Type Code	Type Code	Rdwy. Width	Station to Station	Former	Present
24(1)	351	5231	22 ~~44~~	6+73.5 to 252+00	4.656	4.641

RECEIVED
NOV 17 1948
FOR FILING

7124 (4)

November 16, 1948

Rogers Construction Co.
11760 N. E. Glisan Street
Portland 16, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3071, which was awarded to you on October 11, 1948 by the State Highway Commission, covering the John Day River-Squally Hook Section of the Columbia River Highway in Gilliam County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
NOV - 5 1948
FOR FILING

71-24 (4)

3071

November 3, 1948

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on November 1, 1948 on Contract No. 3071, John Day-Squally Hook Section in connection with Federal Aid Project No. FI-24 (4).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:cw

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

FI-24(4)

WESTERN UNION

1201

JOSEPH L. EGAN
PRESIDENT

SYMBOLS

DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

RECEIVED
OCT 14 1944
FOR FILING
(48)

PRA218 GOVT PD=PORTLAND ORG 11 239P=

R H BALDOCK STATE HIGHWAY ENGINEER SALEM OCT 11 PM 2 56

REYOURTEL TODAY ALL RIGHTS OF ENTRY OBTAINED FOR OREGON FI-24(4) JOHN DAY RIVER -SQUALLY HOOK PROJECT. AS REQUESTED WE HEREBY CONCUR IN AWARD CONTRACT TO ROGERS CONSTRUCTION COMPANY LOW BIDDERS=

T M DAVIS=

FI-24(4) =

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
1944
OREGON
STATE HIGHWAY COMMISSION

CONFIRMATION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
PORTLAND, OREGON
OCTOBER 11, 1948

R. H. Baldock
State Highway Engineer
Salem, Oregon

REYOURTEL TODAY ALL RIGHTS OF ENTRY OBTAINED FOR OREGON FL-64(4) JOHN DAY RIVER - SQUALLY HOOK PROJECT. AS REQUESTED WE HEREBY CONCUR IN AWARD CONTRACT TO ROGERS CONSTRUCTION COMPANY LOW BIDDERS.

T. H. DAVIS

RECEIVED
OCT 1[illegible] 1948
STATE HIGHWAY COMMISSION

...ill be
...elegram

...RAM ☒ SERIAL
DAY LETTER | NIGHT LETTER

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate
FULL RATE ☐ | DEFERRED ☐
CODE ☐ | NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
OCTOBER 11, 1948

MR. T. H. DAVIS, DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
201 FINANCIAL CENTER BUILDING
PORTLAND, OREGON

REQUEST CONCURRENCE IN AWARD TODAY CONTRACT FOR JOHN DAY RIVER-SQUALLY HOOK PROJECT TO ROGERS CONSTRUCTION CO. OF PORTLAND. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED.

R. H. BALDOCK

A NEW CURTIS SERVICE
Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.
Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
DEC 16 1948
FOR FILING

FE-24(11)

3-71

AGENDA
NOV 3 1948

4-AD

October 11, 1948

Rogers Construction Co.
Route 15, Box 231
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading and surfacing and furnishing crushed rock in stockpiles on the John Day River-Squally Hook Section of the Columbia River Highway, in Gilliam County. This award was based on your low bid of $227,409 submitted on September 13, 1948.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ee
Enc.

cc - Mr. H. G. Smith
Mrs. D. H. Probert
Goldie Lewis

Mr. L. R. White, Asst. Commr.
State Industrial Accident Commission
Building

See confirmed

SYC

SERVICE
lass of service desired;
wise this message will be
ent as a full rate telegram

FULL RATE TELEGRAM	☒	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 11, 1948
4:10 p.m.

Rogers Construction Co.
Route 15, Box 231
Portland, Oregon

State Highway Commission awarded you today contract for John Day River-Squally Hook Section, Columbia River Highway, Gilliam County, based on your low bid submitted September 13, 1948. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Charge

A NEW CURTIS SERVICE
Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.
Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
SEP 17 1948
FOR FILING

September 16, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover four copies of agreement with the Union Pacific Railroad Company covering encroachments on their right of way in connection with construction of the John Day River-Squally Hook Section, Project No. FI-24 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:nd

RECEIVED
SEP - 7 1948
FOR FILING

21 24-(4)

September 3, 1948

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

The John Day-Squally Hook Section of the Columbia River Highway is being advertised for bids for awarding on September 14. Since this is the time of the year when the contractors are very anxious to get onto the job immediately, I suggest that you notify the Western Union now to assemble their material and be prepared to install their cable as soon as possible after the 14th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc - H. G. Smith

FORM 3010
2-40-2M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

S. MURRAY,
RESIDENT ENGINEER

881 PITTOCK BLOCK
PORTLAND 5, OREGON

71-24-141

September 1, 1948
58

Smith

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams,
Assistant State Highway Engineer.

Dear Sir:

Referring to your letter of August 30th concerning John Day-Squally Hook section of the Columbia River Highway:

I would appreciate as much advance notice of the beginning of the work on this section as is possible. The Western Union require not less than 30 days, and sometimes more, for programming their work.

Also, I trust you will not overlook the insurance obligation contained in our easement agreement on this section.

Yours truly,

S. MURRAY
S. Murray

RECEIVED
1948
OFFICE OF
CONST[illegible] ENGINEER

RECEIVED
SEP 2 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 31 1948
FOR FILING

71-24 (4)

August 30, 1948

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

I have your letter of August 28, in which you advise that the Western Union's estimate of cost of protecting its wires on the John Day-Squally Hook Section of the Columbia River Highway and for placing a portion of the line in cable during construction and restoring the open wire lead when the project is completed is $2,675.00. I also note that some additional cost will be incurred due to the necessity of having signalmen and telegraph men on the job during blasing operations. This is a proper charge and the State will reimburse the Company for the actual cost of the work.

As to the limits of the contract to be undertaken this year, you are advised that the present project will extend from the John Day River to a point approximately 3/4 mile west of Hook. From the point 3/4 mile west of Hook to Quinton a project will be undertaken at some future date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW/ds
cc - H. G. Smith

FORM 3010
2-48-3M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

S. MURRAY,
RESIDENT ENGINEER

881 PITTOCK BLOCK
PORTLAND 5, OREGON

71-24 (4)

August 28,1948
58

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

ATTENTION: Mr. W. C. Williams
Assistant State Highway Engr.

Dear Sir:

Referring to your letter of June 9, 1948, requesting an estimate of the cost of protecting signal and telegraph lines on the John Day River-Squally Hook section of the Columbia River Highway:

Representatives of our Signal and Telegraph Department went over the project with Resident Engineer Dean Swift sometime ago. From this meeting it appears the signal line, which is on the river side of the track, will not require relocation or other special treatment during the highway construction. The telegraph line, however, is not so simple, the Western Union contemplate removing 10 poles and putting their lines in cable along the signal line during construction and restoring the open wire lead when project is sompleted.

The Western Union estimate for this work as follows:

Temporary work	$1225
Permanent work	1630
	$2855
Less estimated salvage	180
Estimated net cost	$2675

During the progress of the work, it will undoubtedly be necessary to have both signalmen and telegraph men on the scene when blasting is being done to repair any lines that may be broken by flying rock. This, in addition to material used, will include the wages of the men, which are approximately $1.40 per hour with time and one-half outside of their assigned hours, Sundays and holidays; to which should be added traveling expenses and payroll taxes, etc., for rough figuring the latter item amounts to 20%.

In connection with this project, I would appreciate it if you would confirm or correct my understanding that the present contemplated project is between John Day River and Hook and that the section between Hook and Quinton will be undertaken at some future date.

Yours truly,

S. Murray

RECEIVED
[illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 10 1948
FOR FILING

71-24 (A)

June 9, 1948

Mr. S. Murray
Resident Engineer
Union Pacific Company
Pittock Block
Portland, Oregon

Dear Sir:

Will you kindly give us an estimate of cost of the temporary work which you or the Western Union Company considers necessary for the protection of signal wires and telegraph wires on the John Day River-Squally Hook Section.

It is also desirable to have your opinion at this time where you consider the highway guard fence necessary to fulfill the requirements of Item (b), Section 1 of the agreement. We are providing guard fence between Stations 12 and 30 and between Stations 227 and 234.

Resident Engineer Dean Swift at The Dalles, Phone 2913, is available to accompany you over the project at any suitable time, but I suggest that you wait for a week or ten days as I understand there are several washouts which make travel very difficult in this vicinity.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc - H. G. Smith
W. E. Chandler
Dean Swift

RECEIVED
JUN 10 1948
FOR FILING

11-24 (4)

June 9, 1948

Mr. C. P. Norton
Division Plant Superintendent
Western Union Company
49 Geary Street
San Francisco, California

Dear Sir:

We anticipate letting a regrading job about the first of August between the John Day River and Squally Hook adjacent to the tracks of the Union Pacific Railroad.

The rock work in proximity to the railroad is between Stations 7 and 25. It is anticipated that the shooting can be handled without any particular danger, but I suggest that you and the Union Pacific make a joint inspection of this project and advise us as to the protection necessary to the Western Union wires and an estimated cost of the same.

Dean Swift, Resident Engineer, The Dalles, Phone 2913, will be available to show you over the ground as soon as flood conditions have become normal in that vicinity.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc - H. G. Smith
W. E. Chandler
Dean Swift

1-3406 Hereford Maintenance Building 1948

#3072

RECEIVED
JUN 15 1949
FOR FILING

1-3406

372

June 14, 1949

W. Talbot Sinclair, Manager
U. S. Fidelity & Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

This to advise you that State Highway Contract No. 3072, covering the Hereford Maintenance Building in Baker County, has been completed by the contractor, Gilbert Roberts, and that final payment in the amount of $1,350.22 will be made after acceptance by the Highway Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands insurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $11,991.00, and that no force account work was performed on the project. This contract was completed May 31,1949 but has not as yet been accepted by the Commission.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United States Fidelity & Guaranty Co.
Baltimore 3
Maryland

Mr. Robert P. Dawson

NOTED ON CARD

6-14-49 gc

RECEIVED
NOV 30 1948
FOR FILING

1-3406

3072

files

November 30, 1948

Gilbert Roberts
Route 2, Box 116
Hood River, Oregon

Dear Sir:

We enclose herewith, a fully executed copy of contract No. 3072 which was awarded to you on November 4, 1948 by the State Highway Commission, covering Hereford Maintenance Building in Baker County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

RECEIVED
NOV - 8 1948
FOR FILING

1-3406

3172

November 5, 1948

Gilbert Roberts
Rt. 2, Box 116
Hood River, Oregon

Dear Mr. Roberts:

The State Highway Commission on November 4 awarded you the contract for construction of the Hereford maintenance building in Baker County. This award was based on your low bid of $11,741 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - Mr. S. H. Probert
Mr. G. S. Paxson

2-1112 Flynn Bridge over Marys River 1948
on Alsea Highway ,Philomath
3073

2-1112

OREGON STATE HIGHWAY COMMISSION
(date)
September 12, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3073	8-final	J. R. Johnston	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14854	382300	$ 3,877.42	9/11/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

Excess engineering costs deducted in the sum of 228 66/ from final estimate
aaw

- -

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 13 1950 aaw

NOTED ON CARD
9-13-50 gl

ORBGON STATE HIGHWAY COMMISSION
(date)
September 12, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3073	8-final	J. F. Johnston	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
14854	382300	$ 3,877.42	9/21/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: July 31, 1949

Time Extensions: Extended to 11-19-49 with penalty (See Penalties below)

Completion Date: Nov. 19, 1949

Date Accepted: Feb. 6, 1950

Penalties: All engineering costs after 7-31-49 assessed as penalty.

Claims: None of record

Remarks:

- -

Date: 9-12-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
AUG [illegible]
FOR FILING

2-1112

3073

August 24, 1950

General Casualty Co. of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3073, for construction of Flynn Bridge over Marys River on the Alsea Highway in Benton County, has been completed by the contractor, J. F. Johnston, and that revised final payment in the amount of $3,877.42 will be made on or after September 5, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the revised total contract amount is $44,274.93, and that no force account work was performed on the project. This contract was completed on November 19, 1949 and accepted by the Commission on February 6, 1950.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn: Surety Dept.

NOTED ON CARD
[illegible]

~~R~~ECEIVED
FOR FILING
FORM E-30 25M 1-50 37535

2-1112

3073

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1950

SUBJECT: Engineering Penalty - Flynn Bridge over Marys River

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

The contract completion date for the Flynn Bridge over Marys River on the Alsea Highway was July 31, 1949. There was no reason why the job should not have been completed on time, and it was only because of lack of push on the part of the contractor that the overrun in time occurred. We recommended to the Highway Commission that he be charged engineering cost incurred subsequent to the contract completion date, and the contract time was extended subject to this condition.

I am attaching hereto a copy of a letter from the contractor, J. F. Johnston, protesting the amount of the engineering penalty. The costs are shown on the attached sheet and are taken from the cost records prepared by the resident engineer. I have every reason to believe they are correct and represent the actual engineering charge on the structure after the contract completion date.

At the last Commission meeting I understand the Commission remitted the engineering penalty assessed against C. J. Eldon on the Coffey Creek job. I believe that the delay by J. F. Johnston on the Flynn Bridge was more excusable than on the Eldon job, and I am wondering whether you want to do anything about cancelling out some or all of this engineering penalty.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

cc W. A. Reeves

J. F. JOHNSTON

General Contractor

Box 246, Rt. 1
Sherwood, Oregon

C
O
P
Y

Apr. 22 - 1950

Oregon State Highway Commission
Bridge Dept.

Gentlemen:

Referring to the final estimate on the construction of the Flynn Bridge over Marys River, I was in your office some time ago in January and talked with Mr. Reeves about the adjustment for extra engineering charges which I consider far to high and out of reason as the Highway Commission ruling states that they charge for only necessary engineering caused by the delay. What has been done about the matter?

Yours truly,

J. F. Johnston (sgd.)

RECEIVED
FEB 17 1950
FOR FILING

2-1112

3073

February 16, 1950

Mr. J. P. Johnston
Box 246, Rte. 1
Sherwood, Oregon

Dear Mr. Johnston:

The State Highway Commission, at its meeting on February 6, 1950, had under discussion your request for an extension of time of 19 days, from October 31 to November 19, 1949, within which to complete your contract No. 3073 covering Flynn Bridge over Marys River on the Alsea Highway in Benton County.

The Commission granted your request for an extension of time subject to the same engineering penalty as assessed under your first extension; i.e., that all engineering costs incurred subsequent to July 31, 1949 be assessed against you and deducted from your final estimate. I have been instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Eason,
Division Engineer

W. A. Reeves

NOTED ON CARD
2-16-50 g

RECEIVED
FOR FILING

2-1112

3073

January 11, 1950

General Casualty Co.of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3073, covering construction of the Flynn Bridge over Marys River on the Alsea Highway in Benton County, has been completed by the contractor, J. F. Johnston, and that final payment in the amount of $3,353.25 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $43,750.76, and that no force account work was performed on the project. This contract was completed November 19, 1949 but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn: Legal Dept.

NOTED ON CA...
1-11-50 gl

RECEIVED
DEC 30 1949
FOR FILING

2-1112

3073

December 27, 1949

Extension of Time
No. 2
February 6 and 7 Meeting

State Highway Commission

Gentlemen:

Re: Flynn Bridge over Marys River
Contract No. 3073.
J. F. Johnston, Contractor

Herewith copy of an application for a second time extension of time in which to complete the work on the Flynn Bridge over Marys River on the Alsea Highway in Benton County, Contract No. 3073, J. F. Johnston, contractor. This application is for 19 days, from October 31, 1949 to November 19, 1949.

The contract completion date on this bridge was July 31, 1949. The contract was previously extended to October 31, 1949 subject to the contractor reimbursing the State for engineering expenses incurred subsequent to July 31, 1949. The work was completed on November 19, 1949, and it is recommended that the extension be granted subject to the same engineering penalty as assessed under the first extension; i.e., that all engineering costs incurred subsequent to July 31 be assessed against the contractor and deducted from his final estimate.

This is a State project and concurrence of the Bureau of Public Roads to this recommendation is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
OCT 3 1949
FOR FILING

2-1112
3073

September 30, 1949

Mr. J. F. Johnston
Box 246, Route 1
Sherwood, Oregon

Dear Mr. Johnston:

The State Highway Commission, at its meeting on September 21, 1949, had under discussion your request for an extension of time of 92 days, from July 31 to October 31, 1949, within which to complete your contract No. 3073 covering Flynn Bridge over Marys River on the Alsea Highway in Benton County.

The Commission granted your request but assessed as penalty all engineering costs subsequent to the contract completion date of July 31, 1949. The action of the Commission was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Eason,
Division Engineer

W. A. Reeves

NOTED ON CARD

9-30-49

RECEIVED
SEP 8 1949
FOR FILING

2-1112

3073

August 29, 1949

Request for extension of time
No. 2
September 19 and 20 meeting

State Highway Commission

Gentlemen:

Re: Flynn Bridge over Marys River on
the Alsea Highway, Contract No. 3073
J. F. Johnston, Contractor

Herewith copy of a request for an extension of time in the amount of 92 days, from July 31, 1949 to October 31, 1949, from J. F. Johnston, contractor on the Flynn Bridge over Marys River on the Alsea Highway in Benton County.

The contract for this work was awarded on November 4, 1948, but the contractor was engaged on a job for Washington County and elected not to start work until March 29. Work could have started on this project to good advantage several months earlier. It is recommended that the extension be granted, but that the contractor be assessed all engineering costs subsequent to the contract completion date of July 31, 1949.

This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
NOV 30 1948
FOR FILING

2-1112

3073

files

November 30, 1948

J.F. Johnston
Route 1, Box 246
Sherwood, Oregon

Dear Sir:

We are enclosing herewith, a fully executed copy of contract No. 3073 which was awarded to you on November 4, 1948 by the State Highway commission, covering Flynn Bridge over Marys River on the Alsea Highway in Benton County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ts
encl. 1

RECEIVED
NOV - 8 194
FOR FILING

2-1112

3073

November 5, 1948

Mr. J. P. Johnston
Route 1, Box 246
Sherwood, Oregon

Dear Mr. Johnston:

The State Highway Commission on November 4 awarded you the contract for construction of the Flynn Bridge over Marys River on Alsea Highway near Philomath in Benton County. This award was based on your low bid of $47,555 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
NOV 19 1948
FOR FILING

ROUGH DRAFT

2 11 2

3073

Cross Referenced To:
[illegible]
Letter
[illegible]

Members of the State Highway Commission

NOTED
H. B. GLAISYER

Gentlemen:

On January 5, 1948, you approved a major betterment program totaling $1,750,000. On March 12, 1948, you approved the following subsitution in that program:

> Division II - substituion of the Flynn Bridge corssing Mary's River on the Alsea Highway, Benton County, at the estimated cost of $55,000, for the bridge listed in the original program as Mary's River Bridge at Noon Station on the Corvallis-Newport Highway, Benton County, estimated to cost $55,000.

I attach a typewritten sheet listing this substitution which you may attach to your copy of the list of projects approved in the special major betterment program for 1948, if you so desire.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo
Enc.

SPECIAL STATE MAJOR BETTERMENT PROGRAM

FOR 1948 and 1949

Total expenditure authorized	$1,750,000
Projects authorized for 1948 construction	$1,500,000
Projects approved for 1949 construction	$ 250,000

SUBSTITUTION

Division No. II - Flynn Bridge crossing Mary's River on the Alsea Highway, Benton County, estimated to cost	$ 55,000

for the

Mary's River Bridge at Noon Station on the Corvallis-Newport Highway, Benton County, estimated to cost	$ 55,000

4-13-48

Mr. Glaisyer:

For your approval.

NOTED
H. B. GLAISYER

RECEIVED
FEB 17 1948
FOR FILING

2-1112

297-2

Adm
Letters
Comm.

February 13, 1948

Oregon State Highway Commission

Gentlemen:

On January 5, 1948, the Commission approved a major betterment program in the total amount of $1,750,000. This program, in Division 2, includes the reconstruction of Mary's River Bridge at Noon Station, on the Corvallis-Newport Highway in Benton County, at the estimated cost of $55,000.

Recent inspections have revealed that the bridge crossing Mary's River on the Alsea Highway, referred to as the "Flynn Bridge," is in far more inferior condition, which would require an expenditure of $7,700 this year in the replacement of the untreated timber approach spans.

Both bridges referred to above cross the same stream and are approximately the same length, same design (untreated timber, housed trusses), and the roadway width of each is the same, 17 feet 2 inches.

I respectfully request your approval for the substitution of the Flynn Bridge crossing Mary's River on the Alsea Highway in Benton County for the one approved in the major betterment program, which will result in a saving in maintenance costs estimated at $7,700. The bridge at Noon Station will be resubmitted next year for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:WWS:EW

RECEIVED
MAR 18 1948
FOR FILING

2-1112

3073

40

Salem, Oregon
February 18, 1948

Mr. O. S. Paxson
Mr. E. A. Collier
Mr. H. G. Smith
Mr. S. H. Probert

Mr. Banfield, chairman of the Commission, has approved a recent request from this office for the following substitution in the state major betterment program approved by the Commission on January 5, 1948:

> In Division 2, substitute the Flynn Bridge crossing Mary's River on the Alsea Highway, Benton County, at the estimated cost of $55,000, for the bridge listed in the original program as
>
> Mary's River Bridge at Noon Station on the Corvallis-Newport Highway, Benton County, estimated cost $55,000.

We are satisfied that the other Commissioners will concur in the chairman's action and that plans for maintenance and construction can be governed accordingly.

W. W. Stiffler

WWS:ow
cc H. B. Glaisyer

OK

NOTED
W. W. STIFFLER

RECEIVED
FOR FILING
2-1112
3073

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN R. CHANDLER, MEMBER
COOS BAY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF T. H. BANFIELD, CHAIRMAN
4784 S. E. 17TH AVENUE
PORTLAND, OREGON

February 16, 1948

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

In reply to your letter of February 13, if it is your recommendation that the Flynn Bridge crossing Mary's River on the Alsea Highway in Benton County be substituted for the Mary's River Bridge at Noon Station in the Major Betterment Program, you have my approval of this substitution.

Yours very truly,

T H Banfield

T. H. BANFIELD
Chairman

THB:eja

RECEIVED
FEB 17 1948
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

RECEIVED
FEB 17 1948
FOR FILING

2-1112

3-2-73

Salem, Oregon
February 16, 1948

Mr. I. A. DeFrance
Assistant Maintenance Engineer
Office

At the March 15 Commission meeting we will request the Commission to substitute the Flynn Bridge on the Alsea Highway for the "Noon Station" bridge on the Corvallis-Newport Highway, in the recently approved major betterment program, with the estimate of costs remaining the same, $55,000.

W. W. Stiffler

WWS:ew
cc G. S. Paxson

RECEIVED
FOR FILING
2-14

3073

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1948

SUBJECT: Mary's River Bridge at Noon Station on Corvallis-Newport Highway

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

Dear Sir:

We note on the state major betterment program that Mary's River Bridge at Noon Station on the Corvallis-Newport Highway is included for reconstruction at an estimated cost of $55,000.

We had hoped that if one or the other had to be postponed that the reconstruction of this bridge would be deferred in favor of the Flynn Bridge inasmuch as this bridge is [redacted] in a critical condition and the approach bents will require replacing this year at an estimated cost of $7700. If possible, I would recommend that the Flynn Bridge be substituted for the Noon Station Bridge in the 1948 program.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm

OK

NOTED
W. W. STIFFLER

106-1031 Enegren Ferry Sec., Coos River Secon. Hwy. 1948

#3074

R. H. Baldock
3074
Contract #3074
~~Prefix 106-1031~~

RECEIVED FOR FILING

February 15th, 1950

FINAL COST ANALYSIS
Enegren Ferry Section Contractor - Groesbeck & Hickson
Grading and Surfacing Resident Engineer - C. C. McKinney

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$2,000.00	$	$1,914.47	$2,000.00
Trench Exc., Unclass.	229.6	Cu. Yd.	2.25	2.95	677.32	516.51
Gen'l. " "	16,791.4	" "	1.00	1.02	17,108.65	16,791.40
Short Overhaul	25,547	Yd. Sta.	0.02	0.025	638.68	510.94
Long "	151	C-Yd. Sta.	0.25	0.45	67.95	37.75
Rounding Cutbanks	800	Lin. Ft.	0.15	0.25	200.00	120.00
Finish R/B & Slopes	0.70	Mile	300.00	536.32	375.50	210.00
12" Concrete Pipe	45	Lin. Ft.	1.75	1.45	65.40	78.75
18" " "	144	" "	3.00	2.54	365.18	432.00
2" - 0" Mat'l. in Surfacing	1,644.5	Cu. Yd.	5.25	4.45	7,318.03	8,633.63
3/4"-0" Mat'l. " "	841.5	" "	5.25	4.45	3,744.68	4,417.88
Sprinkling	173.7	M-Gal.	2.00	2.25	390.83	347.40
PA #1, Plank Base to Flooring in Place	1.226	M-FBM	120.00	102.04	125.10	147.12
Force Account					198.75	208.85
					$33,190.54	$34,452.23

Gross Revenue	$34,452.23
Total Cost	33,190.54
Net Profit	$ 1,261.69

Net Profit Equals 3.6% of Gross Revenue

NOTED
State Highway Engineer

Enegren Ferry Section
Contract #3074

Detail of Cost

Labor:			
Labor		$9,336.52	
Labor Insurance		700.24	
			$10,036.76
Materials:			
12" Concrete Culvert Pipe	45 lin. ft. at $0.72	$32.40	
18" " " "	144 " " " 1.57	226.15	
Cement	2 sacks at 1.30	2.60	
Rock		8,943.05	
Lumber		77.70	
			9,281.90
Equipment Rentals & Misc. Supplies:			
Equipment Rental (Owned)		$5,179.50	
" " (Hired Fully-operated)		3,481.80	
Gas, Oil & Grease		733.93	
Bond		339.96	
Move In, Freight & Cartage		708.49	
Explosives		958.05	
Misc. Supplies & Repairs		545.15	
Home Office & Overhead		1,925.00	
			13,871.88
Total Cost			$33,190.54

Energren Ferry Section
Contract #3074

Remarks:

This contract was a "State Project" for grading and surfacing of 0.70 mile of highway roadbed on the Coos River Secondary Highway in Coos County. The project was bid and awarded November 4th, 1948, work started April 11th, 1949, and completed August 31st, 1949.

The contractor started clearing April 11th, 1949, with one D-4 cat and dozer and a crew of 5 men. The clearing consisted of medium-sized spruce and alder trees. The work progressed rather slowly due to the steep slopes, which required all hand labor. A very small profit was realized.

The grading consisted of common and solid excavation and was bid as General Excavation, Unclassified. Fair progress was made on the common excavation, but when the rock was encountered, the contractor moved in a 3-man drilling crew, one 105 compressor, one 3/4 cu. yd. Northwest shovel and three 5 cu. yd. trucks. The excavation progressed slowly due to light shooting to prevent blocking the road and the rock breaking very large. Some of the rock had to be reshot to enable the 3/4 cu. yd. shovel to handle it. There was a small loss on excavation.

The crushed rock surfacing was purchased and delivered from the Hilstrom crushing plant, a distance of 20 miles, and placed on the roadbed. The contractor handled the material on the road with a blade rented from the Baker Paving Co. The contractor made a fair profit on this item due to the high bid prices.

The contractor realized a small profit on the contract due to the high bid prices.

E. H. Clymer
Cost Analyst

By . . George Kayser

RECEIVED
FEB 9 1950
FOR FILING

106-1031

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	845	3074	7 & 8 final	Groesbeck & Hickson	1,475.60	368165	
2.							

3. Completed Aug. 31, 1949
4. Accepted Nov. 8, 1949
5. Time Extensions Extended to Aug. 31, 1949 without penalty
6. Claims None of record
7.
Remarks:
8.
9. OK to release warrants immediately
10.
11.
12.

ACCOUNTING DIVISION

By
Bookkeeping Dept.

Approved H. B. Glaisyer
Secretary

Warrant mailed

FORM E-30 25M 8-48 22204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	845	3074	7 & 8 final	Groesbeck & Hickson	1,475.60	368165	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted ______________________

Time Extensions ________________

Claims ________________________

Remarks :

ACCOUNTING DIVISION

By aaw
Bookkeeping Dept.

Approved ______________________
Secretary

Warrant mailed FEB 8 1950
aaw

NOTED ON [illegible]
2-8-50, gl

RECEIVED
JAN 12 1950
FOR FILING

106-1031

3074

January 11, 1950

Hartford Accident & Indemnity Co.
Hartford 15,
Connecticut

Gentlemen:

Please be advised that State Highway Contract No. 3074 for grading and surfacing on the Knegren Ferry Section of the Coos River Secondary Highway in Coos County, has been completed by the contractor, Groesbeck & Hickson, and that final payment in the amount of $1,475.60 will be made on or after January 21, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $34,452.23, of which amount $208.85 represents force account items. This contract was completed on August 31, 1949 and accepted on November 8, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Respectfully yours,

fn

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - Tromp & McKinley Agency
43 W. Broadway,
Eugene, Oregon

NOTED ON CARD
1-11

Form E-1—5M—11-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 12, 1949

Section Knegren Ferry Section

Kind of work Grading and Surfacing

Highway Coos River Secondary

Section prefix 106-1031

Contractor Groesbeck & Hickson

Contract number 3074

Date of contract Nov. 4, 1948

Date of completion August 31, 1949

Date work started April 11, 1949

~~Estimated~~ date of completion August 31, 1949

Amount of contract $36,568.50

Per cent of time elapsed %

~~Estimated~~ cost of completed project, exclusive of engineering $34,523.71

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $7,328.00, %

Date project was completed August 31, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Final Estimate was completed and forwarded to the Division Office on Thursday, November 10, 1949.

NOTED
H. W. LIBBY

Signed C. C. McKinney

Address P. O. Box 214 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.70	0.70			
Miles partially completed	[illegible]				
Miles completed	0.70	0.70			
Total estimated quantities	16,791	2,486			
Estimated quantities moved or placed to date	16,791	2,486			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Clear		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Rain		
Friday	Rain		
Saturday	Rain		

RECEIVED
NOV 14 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
NOV 22 1949
FOR FILING

106-1031

3074

November 22, 1949

Groesbeck & Hickson
939 Polk St.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1949, had under discussion your request for an extension of time of 16 days, from August 15 to August 31, 1949, within which to complete your contract No. 3074 covering the Enegren Ferry Section of the Coos River Secondary Highway in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fn

cc - K. D. Lytle,
Division Engineer

N. G. Smith

NOTED ON CARD
11-22-49 gl

RECEIVED
OCT 3 1949
FOR FILING

106-1031

3074

September 29, 1949

Request for extension of time
No. 3
November 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Groesbeck & Dickson for an extension of time on Contract No. 3074, Spegram Ferry Section on the Coos River Secondary Highway in Coos County, from August 15, 1949 to August 31, 1949.

The contractor was considerably delayed this spring because of extremely bad weather in April and May, which slowed his grading operations. This is the first state project which this contractor has had, and, being unfamiliar with our policies, it was rather difficult for him to expedite the work as a more experienced contractor might have been able to do. However, he did his best to complete within the time limit, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
SEP 26 1949
FOR FILING

116-1031

3074

September 23, 1949

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Groesbeck & Hickson a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3074 for grading and surfacing on the Enegren Ferry Section of the Coos River Secondary Highway in Coos County. This payment, which is in the amount of $14,204.20, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $999.06. The present payment to the contractor will be made on or after October 3, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tromp & McKinley Agency
43 W. Broadway
Eugene, Oregon

NOTED ON CARD
9-23-49 J.F.

RECEIVED
DEC 14 1948
FOR FILING

106-1031

3074

9124

December 14, 1948

Groesbeck & Hickson
Eugene, Oregon

Attention: Mr. S. W. Groesbeck

Gentlemen:

Relative to your request for commencement of work on your contract for grading and surfacing the Enegren Ferry Section of the Coos River Secondary Highway, you are advised as follows:

We realize that grading work cannot be carried on under present weather conditions, and this fact was given consideration in the establishment of the time limit of August 15, 1949 for completion of the project. We will approve deferment of your commencement of work until April 1, 1949, at which time you should begin your clearing work and installation of drainage structures, so that grading operations may be begun as soon as favorable weather occurs, which is usually about May in that locality.

The granting of this deferment in no way changes the specified completion date of August 15, 1949 for all work to be done on the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

cc Mr. H. G. Smith
Mr. K. D. Lytle

FORM E-90 1CM 8-48 80698

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10th, 1948

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

8-15-49

Dear Sir:

In regard to Assignment #912, W.C.W., request of Groes-Beck and Hickson to defer grading on the Enegren Ferry Section until June 1st, 1949.

I would recommend they be granted the deferment until April 1st, 1949, when they can start the clearing and drainage structures and be able to start grading operations during the favorable May weather which usually occurs on the Coast.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

ASSIG[illegible]T No. 912
Mr C W

DESCRIPTION: Letter of 11-22-48 from Groesbeck & Hickson re contract for grading and surfacing of Enegren Ferry Section of Coos River Secondary Highway

DATE: 11-24-48 ASSIGNED TO: SMITH ✓

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☒ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ____________

☐ ____

REPORT RECEIVED: 12-13-48

REMARKS:

CK ST. TELEPHONE 841-W

GROESBECK & HICKSON
CONTRACTING AND ENGINEERING
EUGENE, OREGON

November 22, 1948

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

With reference to our contract for grading and surfacing of the Enegren Ferry Section of the Coos River Secondary Highway, the executed contracts are enclosed herewith.

In accordance with paragraph 7-2 of the Specifications and Contract Agreement we request authorization to delay the commencement of this work until approximately June 1, 1949, the exact date to depend upon weather conditions at the site.

Very truly yours,

GROESBECK AND HICKSON

by S. W. Groesbeck

Partner

NOTED
W. C. WILLIAMS

REFERRED TO
Mr Wallach
BY SECRETARY

REFERRED TO
WCWilliams
By Chief Engineer

The contracts have been received.
Note last ¶ of above letter.
DJJS

RECEIVED
DEC 3 1948
FOR FILING

186-1031

3074

December 3, 1948

Groesbeck & Hickson
939 Polk Street
Eugene, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3074, which was awarded to you on November 4, 1948 by the State Highway Commission, covering Enegren Ferry Section of the Coos River Secondary Highway in Coos County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
NOV - 5 1948
FOR FILING

10b-1031

3611

November 5, 1948

Groesbeck and Hickson
939 Polk Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 4 awarded you the contract for grading and surfacing the Enogren Ferry Section of the Coos River Secondary Highway in Coos County. This award was based on your low bid of $36,968.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - Mr. S. H. Probert

106-1031

3074

CROSS REFERENCE SHEET

Name or Subject Chester Isaacson
210-211 American Building
Coos Bay, Oregon

File No.

Regarding 1. Replace Enegren Ferry across Coos River as soon as possible.
2. Construct highway along right bank of Coos River between Enegren Ferry and Graveyard Point.
3. Increase operation of Enegren Ferry to 24 hours daily until such time as the ferry is replaced with a bridge structure.

Date 9/1/48

SEE

Name or Subject CONSTRUCTION
Bridges
General

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

Library Bureau
Division of
Remington Rand Inc.
Branches Everywhere
MADE IN U. S. A.
Cat. No. 30-5902 S
For use in all Filing Systems

6-1032 North Bend-Coos Bay Roadside 1948
Improvement Proj., Oregon Coast
#3075 Hwy.

RECEIVED
FEB 21 1951
FOR FILING

6-1032
3075

Salem, Oregon
February 19, 1951

Roadside Improvement
North Bend-Coos Bay
Contract No. 3075

Mr. L. A. DeFrance
Assistant Maintenance Engineer

OFFICE

Reference is made to Mr. Astrup's letter of December 4, 1950, subject as above.

The subject of paving the narrow median strips has been discussed and approved by Commission Chairman Chandler. It is requested that you notify Mr. Sage to proceed with the paving, with the understanding that sufficient funds are available in the present Order for State Force Work to complete the job.

Mr. Sage's previous estimate of the cost of the work was approximately $850, based on 1,728 sq. yds. of paving at $0.55 a sq. yd. Of the $5,388.20 originally authorised, $3,824.83 has been expended, according to Accounting Office records, as of December 31, 1950. Information received from Mr. Sage states that approximately $300 has been expended since.

Thus, apparently sufficient funds still remain to complete the paving.

W. C. Williams
Assistant Highway Engineer

cc: Mark H. Astrup

RECEIVED
DEC 15 1950
FOR FILING

FORM E-30X 15M 6-49 32803

6-1032

3075

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1950

SUBJECT: Roadside Improvement
North Bend-Coos Bay
Contract No. 3075

To: Mr. I. A. DeFrance
Assistant Maintenance Engineer

OFFICE

NOTED
W. C. WILLIAMS

There is attached for your information a copy of an Order for State Force Work for completion of the subject contract.

The planting contemplated therein, aside from a minor amount of replacement of plants that have died, was deleted from the original contract because of the nonavailability of the plants. The replanting work is practically complete as of this date.

Due to the tremendous build-up of the narrow median islands from dirt on the pavement and from sawdust haulers, it is believed that it will be impossible to maintain a satisfactory growth of Hypericum. This subject was discussed with Mr. Williams and he approved the removal of the plants, but did not approve the paving of these islands until it had been discussed with Commission Chairman Chandler. This subject will be brought to his attention on his return from the American Association of State Highway Officials meeting.

Funds are available in the present authorization to complete this paving if the proposal is approved and Mr. Sage has stated his ability to do the paving with his forces when authorization is received. It is estimated that there are 1,728 square yards of area to be paved and materials are available locally.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA:be
Encl.
cc: Mr. W. C. Williams
Mr. H. G. Smith
Mr. K. D. Lytle
Mr. D. J. Sage

NOTED
W. W. STIFFLER

RECEIVED
FEB 25 1950
FOR FILING
6-1032
2075

Files

OREGON STATE HIGHWAY COMMISSION

Feb. 17, 1950
(Date)

2075
(Contract No.)

6-final
(Est. No.)

Knight Pearcy
(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
1566	368906	597.39	2/17/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: FEB 21 1950
aaw

NOTED ON CARD
2-21-50,

OREGON STATE HIGHWAY COMMISSION

Feb. 17, 1950
(Date)

3075 (Contract No.) 6-final (Est. No.) Knight Pearcy (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
1566	368906	597.39	2/17/50

~~[illegible]~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Nov. 30, 1949

ACCOUNTING DIVISION

Completed: Dec. 3, 1949

7 R Contract Accepted: Feb. 6, 1950

Time Extensions: Extended to Dec. 5, 1949 without penalty

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-20-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
FEB 17 1950
FOR FILING

6-1032

3075

February 16, 1950

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Mr. Pearcy:

The State Highway Commission, at its meeting on February 6, 1950, had under discussion your request for an extension of time of five days, from November 30 to December 5, 1949, within which to complete your contract No. 3075 for roadside improvement on the North Bend-Coos Bay Section of the Oregon Coast Highway in Coos County.

I am pleased to inform you that the Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: K. D. Lytle,
Division Engineer

H. G. Smith

NOTED ON CARD
2-16-50 gl

RECEIVED
JAN 24 1950
FOR FILING

1-1232
3075

January 23, 1950

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

Please be advised that State Highway Contract No. 3075, for roadside improvement on the North Bend-Coos Bay Section of the Oregon Coast Highway in Coos County, has been completed by the contractor, Knight Pearcy, and that final payment in the amount of $597.39 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $15,816.19, and that no force account work was performed on the project. This contract was completed December 3, 1949 but has not as yet been accepted by the Commission.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Scellars & Foley, Inc.
143 S. Liberty St.
Salem, Oregon

NOTED ON CARD
1-23-50

RECEIVED
DEC 30 1949
FOR FILING

6-1032
3975

December 30, 1949

Request for extension of time
No. 3
February 6 and 7 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Knight Pearcy for an extension of time on Contract No. 3975, Roadside Improvement on the North Bend-Coos Bay Section, from November 30, 1949 to December 5, 1949.

On September 19 of this year it was decided to cancel Item No. 5 of the contract due to inability to secure the necessary plants. In the latter part of November plants became available, and the contractor was requested to go ahead and plant them.

Since the delay was no fault of the contractor, my recommendation is that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

HGS.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
JAN 3 1950
FOR FILING

67-10322

3075

December 29, 1949

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14
Washington

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Knight Pearch, on contract No. 3075, covering roadside improvement on the Oregon Coast Highway in Coos County. This payment, in the amount of $2,225.56, will be made on or after January 9, 1950. The retained percentage is $600.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Scellars & Foley, Inc.
143 S. Liberty
Salem, Oregon

NOTED ON CARD
12-29-49

Form E-1—5M—11-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 12-3-49, 19

Section North Bend -Coos Bay

Kind of work Roadside Improvement

Highway mOregon Coast

Section prefix 6-1032

Contractor Knight Pearcy

Contract number 3075

Date of contract Nov. 4, 1948

Date of completion Nov. 30, 1949

Date work started Dec. 3, 1948

Estimated date of completion Dec. 3, 1949

Amount of contract $ 17,140.45

Per cent of time elapsed 100.1 %

Estimated cost of completed project, exclusive of engineering $ 22,610.07

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1900.00, %

Date project was completed Dec. 3, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor returned to the project on Sat. Dec. 27, working on that day and 6 days this week.

The project was completed on Sat. Dec. 3 -- Three days overrun on allotted time.

Mr.Meola was here on Thursday and Friday and set locations for plant and shrubs in certain areas. No planting was done in the area on the left Sta. 158 to 162, because this area will be disturbed by a proposed realignment of the City Street traffic lane in conjunction with the cahange in railroad alignment.

The planting quantities are being checked and the office work of prepareing the Semi-Final Estimate started immediately.

NOTED
H. W. LIBBY

Signed McKinney

Address P.O.Box 214 North Bend Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED
E. M. [illegible]

Roadside Improvement

	GRADING --	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.25				
Miles partially completed					
Miles completed	2.25				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Rain		
Tuesday	Showers		
Wednesday	Showers		
Thursday	Clear		
Friday	Clear		
Saturday	Clear		

RECEIVED
DEC 5 - 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 26780

RECEIVED
SEP 28 1949
FOR FILING

6-1032

3075

Sept. 19, 1949

Knight Pearcy
Box 12
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Pearcy:

Reference is made to your Contract #3075, Roadside Improvement, North Bend-Coos Bay Section.

Item No. 5 "Planting St. Johnswort" will be eliminated from your contract, due to the fact that the contract grower cannot supply these plants, and it is impossible to secure them elsewhere.

This letter will constitute the cancellation of Item No. 5 from your contract.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

G

cc: M. G. Smith
McKinney
W. C. Williams

RECEIVED
STATE HI

RECEIVED
MAY
FOR FILING
[illegible]

Salem, Oregon
May 17, 1949

North Bend-Coos Bay Roadside
Improvement, Contract No. 3075

Mr. K. D. Lytle
Division Engineer
Oregon State Highway Department
Roseburg, Oregon

W. C. WILLIAM

Inspection has been made of the work completed to date on the subject project and acceptance thereof is recommended.

As the contractor has no liability for plants which fail subsequent to the acceptance of his work, it is incumbent upon the State to care for and maintain the plantings. The completion date of this contract is not later than November 30, 1949. Although it was anticipated that all planting, with the exception of the StJohnswort, would be completed this spring, due to circumstances without the control of the contractor it will be necessary to postpone the remainder of the incompleted planting until this fall season.

For your information in computing the percentage of completion, there is attached a sheet showing an estimated cost of the value of the incompleted work. The unit price on the StJohnswort and Bearberry corresponds with the contract price. As the payment for the item "Furnishing and Planting Trees and Shrubs" is on a lump sum basis, we have included our estimated costs for individual shrubs and trees, which we consider to be as equitable an estimate as can be given of the work yet to be accomplished.

The maintenance of this shrubbery during this first growing season is of vital importance. We have, by the use of a sawdust mulch, done every thing possible to reduce the growth of weeds and to minimize the number of waterings necessary. It must be realized that all of the roots of these plants are in a very restricted area, and that even occasional rains have little or no value in reaching this root area. It is necessary that the plants be watered directly at the ball, and that a complete saturation is given. In the median strips planted to Salal on the Coos Bay end of the project no hose bibs were installed, and it will be necessary that they be watered by means of a tank or water truck. We are informed that a water truck is available at the Salem shops for use on this project.

It is anticipated that the contractor will complete this project prior to the specified date of November 30, 1949. We will try to visit this project periodically and will be pleased to answer any questions which might arise regarding the maintenance or additional work on the project at any time.

Mark H. Astrup
Mark H. Astrup
Landscape Engineer

MHA:be
cc W. C. Williams ✓
H. G. Smith
E. A. Collier
Attachment

* Estimated Cost of Plant Materials and Work to be Performed Fall 1949

Shrubs	Quantity	Unit Cost	Planting Cost	Total Cost	
Vine Maple	22	$ 3.00	$ 1.00	$ 88.00	
Blue Blossom	62	1.75	1.00	170.50	
Ledum	29	1.25	1.00	65.25	
Waxmyrtle	15	1.80	1.00	42.00	
Flowering Currant	81	1.20	1.00	178.20	
Salal	505	.30	.50	404.00	$ 543.95
					404.00
Trees					
Birch	10	1.50	2.00	35.00	
Dogwood	6	1.80	2.00	22.80	
					57.80
Vines					
StJohnswort	29,222		.05	1,461.10	
Bearberry	3,200		.06	192.00	
					1,653.10
					$2,658.85

Note: Contract Price Item No. 2 - $10,398.25

* Balance remaining on Contract Items No. 7, 8, 9, not available

RECEIVED
MAR 28 1949
FOR FILING
6-1022
3075

March 24, 1949

Ferd E. Watkins, Assistant Manager
First National Bank of Portland
Salem Branch
Salem, Oregon

Dear Mr. Watkins:

This is to acknowledge receipt of your letter of March 22, 1949, directed to the attention of Mr. Carl F. Smith of our Accounting Division, in which you advise that Mr. Knight Pearcy, State Highway Contractor, has satisfied in full his obligation to your Bank, and insofar as the Bank is concerned, it would be satisfactory for the State Highway Commission to make future payments direct to Mr. Pearcy as they are due and payable, for work performed under contract No. 3075, for roadside improvement on the North Bend-Coos Bay Section of the Oregon Coast Highway in Coos County. We shall be pleased to govern our actions accordingly. I wish to take this opportunity to thank you for the information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:tg

cc - Floyd Query
M. H. Hawke

cc - Mr. A. C. Stuberg, Attorney-in-fact
United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

cc - Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

REFERRED TO Query BY SECRETARY

wishes note on card

NOTED ON CARD
3-24-49 y.

Mr. Hawke:

Attention: C. F. Smith

In view of the information contained in Mr. Watkins' Letter, copy of which is attached, future payments to Mr. Pearcy in connection with this contract, may be paid direct to him rather than to the Bank.

H. B. G.

NO.1553

THE FIRST NATIONAL BANK
OF PORTLAND

SALEM BRANCH
Salem, Oregon

March 22, 1949

Oregon State Highway Department
Salem
Oregon

Attention: Mr. Carl F. Smith
Accounting Division

Gentlemen:

This is to advise that our interests on the Knight Pearcy contract No. 3075 have been satisfied in full.

Consequently, insofar as we are concerned, it will be in order for you to make future payments thereon directly to Mr. Pearcy.

Very truly yours

Ford E. Watkins
Assistant Manager

FEW:cw
cc: Mr. A. O. Stuberg, Attorney-in-fact
United Pacific Insurance Company
627 Board of Trade Building
Portland, 4, Oregon

cc: Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

RECEIVED
MAR 23 1949
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

NOTED ON CARD
3-23-49

RECEIVED
DEC 3 1948
FOR FILING

6-1132

#3075

December 2, 1948

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3075 which was awarded to you on November 4, 1948 by the State Highway Commission, covering the North Bend-Coos Bay Section of the Oregon Coast Highway, in Coos County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
N[illegible]
FOR FILING

6-103.2

2075

November 5, 1948

Mr. Knight Pearcy
Post Office Box 12
Salem, Oregon

Dear Mr. Pearcy:

The State Highway Commission on November 4 awarded you the contract for the North Bend-Coos Bay Roadside Improvement Project on the Oregon Coast Highway in Coos County. This contract was based on your low bid of $17,140.45 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - Mr. S. E. Probert

11-8302 Arlington Rock Prod. Proj., 1948
Columbia River & John Day Hwys.
#3076

RECEIVED
MAR 18
FOR FILING

11-8302

3076

March 18, 1949

Fidelity & Casualty Co.of New York
50 Maiden Lane
New York 8, N. Y.

Gentlemen:

Please be advised that State Highway Contract No. 3076, for rock production on the Arlington Section of Columbia River and John Day Highways in Gilliam and Morrow Counties, has been completed by the contractor, Rogers Construction Co., and that final payment in the amount of $1,012.79 will be made on or after March 28, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $33,189.68, of which amount $210.92 represents force account items. This contract was completed on January 6 and accepted by the Highway Commission on January 24, 1949.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

CC: Pallet, Sturm & Co.
U. S. National Bank Bldg.
Portland 4, Oregon

Fidelity & Casualty Co.of New York
San Francisco Branch Office
60 Sansome St.
San Francisco 4, Calif.
Attn: Carroll R. Young

NOTED ON CARD
3-18-49

RECEIVED
MAR 2
FOR FILING

11-8302

3076

March 1, 1949

Fiedlity and Casualty Co. of New York
80 Maiden Lane
New York 8, N.Y.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Co., on contract No. 3076 covering Rock Production work on the Arlington Section of the Columbia River and John Day River Highways in Gilliam and Morrow Counties. This payment, in the amount of $3,654.37 will be made on or after March 11, 1949. The retained percentage is $995.16.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Fidelity and Casualty Co. of New York
Pallett, Sturm & Co.
U.S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
[illegible]

Form E-1—5M—1-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT #11 Final Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 15, 1949

Section Arlington

Kind of work Rock Production

Highway Columbia River & John Day

Section prefix 11-8302

Contractor Rogers Construction Co.

Contract number 3076

Date of contract November 4, 1948

Date of completion November 30, 1949

Date work started November 8, 1948

Estimated date of completion January 6, 1949

Amount of contract $ 30,352.00

Per cent of time elapsed 16.1 %

Estimated cost of completed project, exclusive of engineering $ 33,172.05

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1,928.57, 100.9 %

Date project was completed January 6, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Began work November 8, 1948 and finished everything January 6, 1949.

Semi-final report sent to La Grande, February 15, 1949.

NOTED
H. G. SMITH

NOTED
H. W. LIBBY

Signed H. S. T. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			18,000		
Estimated quantities moved or placed to date			15,086 (Includes Rejects)		
Average daily quantities			500		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week			0		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	Overcast		
Tuesday	Fair		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
[illegible]
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
DEC 8 1948
FOR FILING
11-8302
3076

December 8, 1948

Rogers Construction Co.
11760 N. E. Glisan Street
Portland 16, Oregon

Gentlemen:

We enclose herewith fully executed copies of two contracts which were awarded to you by the State Highway Commission on November 4, 1948, as follows:

> Contract No. 3076, covering rock production on the Arlington Section of the Columbia River and John Day Highways, in Gilliam and Morrow Counties.
>
> Contract No. 3082, covering surfacing on the Troutdale-Dodson Section of the Columbia River Highway, in Multnomah County.

These copies are for your records and files. An executed copy of each contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
NOV - 8 1948
FOR FILING
11-8302
3076

November 5, 1948

Rogers Construction Co.
Route 15, Box 231
Portland, Oregon

Gentlemen:

The State Highway Commission on November 4 awarded you the contract for the Arlington Rock Production Project on the Columbia River and John Day Highways in Gilliam and Morrow Counties. This award was based on your low bid of $30,552 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - Mr. S. H. Probert

F-188(2) Construct Two Bridges over 1948
Long Tom River, Siuslaw Hwy.
#3077

RECEIVED
~~R~~ 20 1951
FOR FILING

OREGON STATE HIGHWAY COMMISSION
(date)
Feb. 16, 1951

7-188 (2) (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3077	11-final	Erick Enquist	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2229	9925	$ 1,247.76	2/16/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Aug. 31, 1949

Time Extensions: Extended to April 23, 1950 without further penalty (See Penalties)

Completion Date: April 23, 1950

Date Accepted: July 11, 1950

Penalties: All engineering costs from Aug. 31 to Oct. 31, 1949 was assessed as penalty.

Claims: None of record

Remarks:

Voucher #2229 shows assessment in the amt of 165.14 deducted from Est. covering this payt.
aaw

- -

Date: 2-19-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: FEB 1 aaw

[illegible]
2-20-51

RECEIVED
JAN 10 1951
FOR FILING

F-188(2)

3077

January 9, 1951

Mr. Erick Enquist
P. O. Box 747
Troutdale, Oregon

Dear Mr. Enquist:

Reply is made to your letter of January 2, 1951 inquiring as to the action taken by the Highway Commission on your request for relief from payment of the penalty imposed on you for overrunning the time limit in the construction of two bridges over the Long Tom River in Lane County.

The Highway Commission gave very careful consideration to the information furnished by you when you appeared before it at its meeting in November, and the Commission also carefully considered the reasons given by the Engineer in his recommendation that the penalty be collected. Weighing one with the other, it was the opinion of the Commission that the penalty should not be waived, and it was so ordered.

I am sorry that you have not previously be advised of this decision.

Respectfully yours,

HBG/fm

Secretary
OREGON STATE HIGHWAY COMMISSION

P.O. Box 747
Troutdale Ore
Jan 2, 1951

State Highway Commission
Salem
Oregon

Gentlemen:

On November 19th 1950 I had the favor to appear before you at the Commissioners Meeting in Portland to offer reasons why no penalty should be assessed against me in building the two bridges over Long Tom River in Lane County.

I have not yet received any information as to the decision the Commissioners made in this Matter. An early answer will be appreciated

Respectfully yours
Erick Enquist

RECEIVED
JAN [illegible] 1951
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
[illegible] AISYER

RECEIVED
[illegible] 1950
FOR FILING

F-188 (2)

3077

October 9, 1950

Mr. Erick Enquist
P. O. Box 747
Troutdale, Oregon

Dear Mr. Enquist:

I have just received your letter of October 6, 1950, requesting an opportunity to appear before the State Highway Commission relative to the penalty that was assessed you for overrunning the specified time limit for the completion of two bridges over the Long Tom River on the Siuslaw Highway in Lane County, State Highway Contract No. 3077.

The Highway Commission will be pleased to give you a hearing on this subject at its next regular meeting scheduled to be held in Portland on Thursday and Friday, November 9 and 10, 1950. Delegations will be heard on the second day, Friday, the 10th. I am reserving for your convenience fifteen minutes of time starting at 10:30 a.m. on that day. The meeting place is in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc - Hon. Douglas McKay, Governor
Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock
W. C. Williams

AGENDA
NOV 10 1950

D

P. O. Box 747,
Troutdale, Oregon,
October 6th, 1950.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

At the suggestion of Governor Douglas McKay, I am writing you and requesting that I may be granted a formal hearing before the Highway Commissioners at their pleasure, on my claim that no penalty should be taxed against me for overtime extended in building the two Bridges over Long Tom River in Lane County.

I have exhausted my efforts with the Engineers to have no penalty apply, as I think it is unjust and uncalled for under the circumstances which I give Mr. Williams in a letter dated July 10th, and in conversation with Mr. Stephenson and Mr. Reeves, and for that reason I asked the Governor to intervene.

Respectfully yours,

Erick Enquist
Erick Enquist

EE:pbj

10:30 AM
NOV. 10, 1950

D

RECEIVED
OCT 1 ? 1950
FOR FILING

F-188(2)

3077

October 9, 1950

State Highway Commission

Gentlemen:

Re: Long Tom River Bridges
Contract No. 3077
Erich Enquist, Contractor

On the agenda for the next Commission meeting will be an item for your consideration covering the engineering penalty assessed against Erich Enquist in consequence of the overrun of time in completing the two bridges over the Long Tom River on the Siuslaw Highway in Lane County. This was considered at a previous Commission meeting, at which time you denied Mr. Enquist's request that the engineering penalty be cancelled. Since that time, Mr. Enquist has written to Governor McKay concerning the matter, and the Governor has asked that you examine the matter further.

In my opinion there was ample time provided in this contract to have satisfactorily completed the work had the contractor made any reasonable effort to do so. Our records show that the largest crew that the contractor had on the job was 10 men, and this only for a few days when he was placing concrete in the beams or slabs. The normal crew was from 4 to 5 men, and during a considerable portion of the last few months there were only 2 men, consisting of the foreman and the contractor's son.

The engineering costs assessed against Mr. Enquist are costs which are in excess of those which would have been occasioned had the job been properly handled and completed on time. I would recommend that you reaffirm your previous decision and that the cost of the engineering subsequent to the time limit on the project be deducted from the contractor's estimate.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm

RECEIVED
[illegible] 1950
FOR FILING

F-188(2)
DOUGLAS McKAY
GOVERNOR
3077

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

October 3, 1950

2216

NOTED
G. S. PAYSON

NOTED
W. C. WILLIAMS

Mr. Erick Enquist
Box 747
Troutdale, Oregon

Dear Mr. Enquist:

This is to acknowledge your letter of September 18th in which you object to the deduction of $165.14 from the amount which you claim is due to you from the State Highway Department under your contract to build two bridges over the Long Tom River in Lane County in 1948-1949.

COPY

This office has again checked into your complaint and we find that you have not yet appealed from the decision of the Highway Department to the State Highway Commission as a body. It would be my suggestion, therefore, that you write immediately to the Secretary of the Commission, asking that this matter be placed on the agenda for the next regular Commission meeting.

I, too, will write to the Commission Secretary, to let him know that you may be making such a request and asking that the Commission show its usual courteous consideration with respect to your appeal.

Sincerely yours,

Governor

Williams -
see me.

TLM:L

RECEIVED
[illegible]

[illegible]
BY SECRETARY

October 6, 1950 **ASSIGNMENT** No. 2216

By

Description: XX Copy of Governor's letter of Oct. 3 to Erick Enquist re his objection to deduction of $165.14 xxx from amount which he claims is due him under Long Tom River bridge contract

Acknowledged by ----- Referred to Paxson ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XXX Return with rough draft of reply
Please prepare for Mr. Baldock's signature

PLEASE RETURN TO
~~W. C. WILLIAMS~~
~~FOR FILING~~

Assignment executed 10-9-50 Report received --------

Remarks: One page letter to Commission giving brief summary of reasons penalty should not be waived. WCH

RECEIVED
AUG - 2 1950
FOR FILING

F-188(2)

3077

August 1, 1950

2020

Mr. Erick Enquist
P. O. Box 747
Troutdale, Oregon

Dear Mr. Enquist:

I have caused a very thorough investigation to be made of the matters set forth in your letter of July 10, in which you request cancellation of the engineering penalty in the amount of $165.14 assessed against you on your contract for construction of two bridges over the Long Tom River in Lane County.

Investigation does not indicate that the delay in completing the project within the specified time limit was a result of any cause except failure to prosecute the work with your equipment and personnel.

From the facts obtained in the investigation, we have no basis to recommend to the Highway Commission that the engineering penalty be canceled.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

cc Mr. G. S. Paxson

"Statement of Items Chargeable to Contractor", Contractor's Monthly Estimate, Voucher, and Monthly Project Cost Report forms returned to Mr. Paxson.

FORM E-30 25M 1-50 37698

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1950

SUBJECT: Long Tom River Bridges

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

I am returning Mr. Enquist's letter of July 10, together with the final estimate which he has refused to accept because of the engineering penalty of $165.14 assessed against him. I am also attaching a copy of a letter from Mr. L. R. Allen, our resident engineer on this job.

In my opinion, there was ample time provided in this contract to have satisfactorily completed the work, had the contractor made any reasonable effort to have done so. I have gone through the weekly reports on the project and the largest crew that the contractor had on the job was 10 men, and this only for a few days when he was making a beam or slab pour. His normal crew was from 4 to 5 men, and for the last few months of the job, he only had a crew from 2 to 5 men, consisting of the foreman, who had some sort of a percentage arrangement on the project, the contractor's son, and one to three laborers.

Both Mr. Stephenson and I visited the job several times while concrete surface finish was going on and found the work not up to our standards. We instructed our resident engineer to tighten up on his inspection on surface finish. This probably accounts for the argument with the finisher. Mr. Allen told me in detail of the incident, which immediately preceded the concrete finisher walking off the job. He tells me that he called the man's attention to the fact that the quality of the finish work that he was doing was not acceptable, and the finisher told him that he was a "hell of an engineer." Mr. Allen replied that he was a "hell of a concrete finisher," which made them about even. In so far as I know, that was all that took place at this incident.

We have gone over our time books quite carefully, and the amount charged against Mr. Enquist for engineering cost is not in any way excessive. In fact I am of the opinion that we have absorbed some costs on other jobs which should have reasonably been charged to Mr. Enquist, in order to hold the amount of penalty down.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

FORM E-30 25M 7-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

EUGENE, OREGON
July 24, 1950

SUBJECT: Long Tom River Bridges
No. 728-A & 729-A

To:

Mr. G. S. Paxson
Bridge Engineer
319 State Office Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 17, 1950, asking for a report on the items mentioned in a letter from Erick Enquist to Mr. Williams, Assistant Highway Engineer.

Mr. Enquist refers to unusual and unforseen flood conditions, which tore out his forms. The Long Tom River has high water every year. Some preliminary falsework had been set in place. High water made it necessary to reset some of this falsework.

Mr. Enquist refers to quick sand at Bridge No. 728-A. There was no quick sand on the job. Our field notes show the footing material found at each bridge.

Mr. Enquist refers in detail to my indecision on approval of formwork. I do not remember this incident. I made every effort to avoid causing any delay in all phases of this construction and I cannot even imagine what he is talking about. According to my diary there weren't any days in which there was no activity during the work week. Even if there had been a delay of two or three days in making a pour, this would not have affected the prosecution of this work. The crew consisted of from three to five men and at no time during the process of this job was there a period when there wasn't more than enough work to keep the crew busy.

The formwork and steel placing for both bridges were far below average. Some of the poor formwork resulted in incorrect concrete dimensions and can be checked by inspection of the bridges as built.

Coffer dam work and dewatering in the main was very unsatisfactory resulting in questionable concrete placing.

The contractor's attitude was to get by with the least possible effort and thought he was being discriminated against when other contractors would have done the same work correctly and as a matter of good construction without having to be told.

I repeatedly talked to the contractor about his completing the job on time yet no particular effort was made to complete on schedule.

Mr. Enquist has stated that I "precipitated and arguement" with their very good cement finisher causing him to quit. This man was looking for an arguement and as for the quality of his work, an inspection of the bridges will show that the finishing is still far below average even though they have been refinished since that time. I have already told you personally the details of this incident, as nearly as I can remember, so I will not repeat them here.

Mr. Enquist states that this cement finisher was very satisfactory to them. This further bears out the fact that this job was prosecuted with sub-standard labor.

Mr. Enquist states that a delay was caused by the state not paving the approaches so that traffic could be routed over the new bridge thus permitting the contractor to remove the detour bridge. The end slabs were poured on August 24, 1949. Specifications state that no pavement shall be opened to traffic until concrete has attained a compressive strength of 3,300 lbs. per sq. in., which is design strength in 28 days. The bridge was opened to traffic on Sept. 10, 1949. This is an interval of 17 days which is a bare minimum for curing but this was allowed due to the hot weather conditions. The contractor began removing the detour on Sept. 13, 1949, three days after the new bridge was opened to traffic.

During the 17 day interval mentioned above the contractor had more than enough work to keep his small crew busy, such as placing, pouring and painting handrail, stripping forms and finishing concrete and cleaning up the site.

State force work did not in any way delay the action of his work.

Very truly yours,

L. K.

L. K. Allen
Res. Br. Engr.

cc K. D. Lytle

1950 ASSIGNMENT

No. 2020 [illegible]
By

ption: Erick Enquist's letter of July 10 regarding request for extension of time on his contract for the two Long Tom River Bridges in Lane County

Acknowledged by _ _ _ _ _ Referred to _ _ Paxson ✓ _ _ _ _ _ _ _ _ _

xx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 7-28-50 Report received _ _ _ _ _ _

me

Remarks: Enquist complained to me at Commission meeting this week re this. I told him to write letter—this is it.
WCW

P

P.O. B.. 747
Troutdale
~~Portland~~, Oregon, July 10, 1950.

Mr. Williams,
Assistant State Highway Engineer,
Salem, Oregon.

My Dear Sir:

Referring to the Statement, dated July 1st,1950,against me for engineer's salary during certain days in September and October,1949 re my contract for the two Long Tom River Bridges in Lane County, and my conversation with you concerning same this date, I beg to say that at the time I asked for an extension of time, within which to complete the work contemplated under said contract, I was not aware that I should have set out each and every cause for my delay, and every item of interference which we encountered, therefore I refered only to the bad weather in January and February; the unusual and unforseen flood conditions, which tore out our forms, necessitating re-building the forms after the flood subsided; and on the second Bridge we ran into quick sand, which caused us much delay in fighting that unforseen condition.

Other delays and interferences which held us up and made it necessary for us to ask for additional time within which to complete our contract was, that Engineer L.R.Allen came on the job and was there one whole afternoon, inspecting the forms which we had built according to the plans, but Mr.Allen seemed to be uncertain about something and could not decide that day whether he would approve the forms or not; however, when he returned the next day he did approve them. We were so sanguine and sure that the forms were according to plans, and that the Engineer would approve same on that first day,and being anxious to keep work going, we ordered the ready-mix concrete for early on the following day,but when Mr. Allen left that first evening without giving his approval of the forms,we had to cancel our order to the Harrisburg Ready-mix people, because the Engineer had left without giving us any idea as to when he would give us his decision, or express himself as to whether he would return or not. When Mr. Allen returned to the job on the following day, and approved the forms, we were unable to get delivery of the concrete which we had cancelled on the evening before, as the Harrisburg people had early on the morning of the second day begun filling other orders to other contractors, and we had to wait two or three days before we could get concrete to pour. Another matter which interferred with our work and caused delay was that we had a very good cement finisher on this construction and his work was very satisfactory to us,but Mr. Allen personally criticised this man's work and precipitated an argument with the man, which resulted in the man leaving the job, depriving us of the benefit of a very skilled workman, whose place was difficult to fill, and during that interum we were handicapped and delayed.

Another matter that delayed us was that we could not tear out the detour bridge which we were required to do because the State had not yet paved the approaches to the new bridge No.728A. All of the foregoing interferrences were of no fault or neglect on our part,and no penalty therefore should be put on us. If you feel that you cannot recommend cancellation of the penalties put on us, I then ask that you arrange for us a hearing on the merits before the State Highway Commission,so that we can establish our position by competent witnesses. Your early consideration is respectfully hoped for and will be appreciated by

Yours very truly,

Erick Enquist

[illegible]
W. C. WILLIAMS
FOR FILING

W. C. WILLIAMS

RECEIVED
JUL 26 1950
FOR FILING

7-188(2)

3077

July 19, 1950

Mr. Erick Enquist
P. O. Box 41
Troutdale, Oregon

Dear Sir:

The State Highway Commission, at its meeting on July 11, 1950, had under discussion your request for an extension of time of 174 days, from October 31, 1949 to April 23, 1950, within which to complete your contract No. 3077 for construction of the Long Tom River Bridge on the Siuslaw Highway in Lane County.

I am pleased to inform you that the Highway Commission granted this second request without further penalty than was assessed on your first time extension. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

L. R. Allen,
Resident Engineer

W. A. Reeves

NOTED ON CARD

RECEIVED
JUL 14 1950
FOR FILING

7-188(2)
3077

July 13, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3077, for Bridge Work on the Long Tom River Section of the Siuslaw Highway, in Lane County, has been completed by the contractor, Erick Enquist, and final payment in the amount of $1,247.76 will be made on or after July 24, 1950.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $46,931.62. No force account work was performed on the project. This contract was completed on April 23, 1950, and accepted by the Commission July 11, 1950.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

amc
cc: Wm. A. Lubeck
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
7/13/50

RECEIVED
JUN 28 1950
FOR FILING

7-188(2)

3077

June 22, 1950

Request for Extension of Time
No. 1
July 10 and 11 Meeting

State Highway Commission

Gentlemen:

Re: Long Tom River Bridges in Lane County
Erick Enquist, Contractor
Contract No. 3077

Herewith copy of a request for a second extension of time, to and including April 28, 1950, to complete the work on the Long Tom River Bridges on the Siuslaw Highway in Lane County. The contract completion date was August 31, 1949, and a previous extension to October 31, 1949 was granted by the Highway Commission, under which engineering costs incurred after August 31, 1949 were assessed against the contractor. All work other than some repainting of the steel handrail and the removal of some form work, which had been left in an inaccessible place in an expansion joint, was completed within the time allowed by the previous extension. These items have now been completed, and the project is ready for final acceptance.

The structures were opened to traffic within the previous extension, and no inconvenience or additional engineering costs have been incurred because of this second requested extension. It is recommended that the extension be granted without further penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
JAN 20 1950
FOR FILING

7-188(2)

3077

January 19, 1950

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Erick Anquist, on contract No. 3077, covering the Long Tom River Bridge on the Siuslaw Highway in Lane County. This payment, in the amount of $2,626.49, will be made on or after January 30, 1950. The retained percentage is $1,412.90.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Mr. Wm. A. Lubeck
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
1-19-50 gl

RECEIVED
JAN 11 1950
FOR FILING

7-188(2)

3077

January 9, 1950

Mr. Erick Enquist
P. O. Box 41
Troutdale
Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 19, 1949, had under discussion your request for an extension of time of 61 days, from August 31 to October 31, 1949, within which to complete your contract No. 3077 covering construction of the Long Tom River Bridge on the Siuslaw Highway in Lane County.

The Highway Commission granted your request for an extension of time, however, all engineering costs incurred subsequent to the contract completion date of August 31, 1949 are to be assessed against the contractor as penalty. I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

MBO:gl

cc: K. B. Lytle,
Division Engineer

W. A. Reeves

NOTED ON CARD

1-9-50 gl

RECEIVED
DEC 2 1949
FOR FILING

7-188 (2)
3077

November 28, 1949

Request for Extension of Time
No. 9
December 19 and 20 meeting

State Highway Commission

Gentlemen:

Re: Long Tom River Bridges
Contract No. 3077
Erick Enquist, Contractor

Herewith copy of a request for an extension of time of 61 days, from August 31, 1949 to October 31, 1949, for the completion of the work on the Long Tom River Bridges on the Siuslaw Highway in Lane County.

In our opinion, the reason for the delay in completing this work was that the contractor did not elect to put on a sufficient crew to complete the work within the time allowed. The weather conditions during last winter were unquestionably severe, but the work which was going on at that time would not necessarily be delayed unduly by weather, and a certain amount of delay from this cause was anticipated when the contract completion date was established.

In view of the above, it is recommended that the extension be granted, subject, however, to the assessment against the contractor of all engineering costs incurred subsequent to the contract completion date of August 31, 1949. This recommendation has the concurrence of the Bureau of Public Roads, a copy of which is attached.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
FOR FILING

F-188(2)

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P.O.Box 3900
PORTLAND 8, OREGON

June 1, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-188(2)
Long Tom River Bridges

Dear Sir:

Enclosed for your file is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
JUN - [illegible]
OREGON
STATE HIGHWAY COMMISSION

Jim

Form PR 1 (Revised 1946)

pr 7691

State Oregon

Federal Aid **Project No.** F-188(2)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of June, 19[illegible], by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of January, 1947, a program, which was approved on the 17th day of March, 1947, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of October, 1948; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-four thousand and 00/100 dollars ($34,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ________ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 713+61 in the NW 1/4, Section 28, T. 16 S., R. 6 W., W.M., and survey station 747+49 in the SW 1/4, Section 21, T. 16 S., R. 6 W., W.M., except stations 715+04 to 746+30, ________, length 0.49 miles, in Lane County, being Oregon Federal Aid project No. F-188(2), consisting of ~~miles~~ of ~~roadway an~~d two bridges, each of more than 20 feet clear span, 0.49 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-four thousand and 00/100 dollars ($34,000.00), which does not exceed the authorized Federal pro rata share of fifty-eight thousand forty-eight and 50/100 dollars ($58,048.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By Ben R Chandler
Member, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By Chas H Reynolds
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:
Assistant STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1949
OREGON DISTRICT

RECEIVED
[illegible]
FOR FILING

F-188 (2)

April 29, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Long Tom River Bridges, Project No. F-188 (2).

The program setup of Federal funds for this project is $19,000.00, but in the enclosed estimate we are requesting the setup be increased to $34,000.00 which more nearly represents the permissible pro rata Federal participation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JRM/gs

Encl.

Oregon State Highway Department Federal Aid Project No. 188 (2)

LONG TOM RIVER BRIDGES

ON THE SIUSLAW HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1949

Bridge No. 728-A (Sta. 713+61 to 715+04) (Code No. X021)

All Required		Shoring, Cribbing, Etc.		$ 1,000.00
140	cu. yds.	Structural Excavation	$ 5.00	700.00
10	cu. yds.	Structural Excavation Below Elevation Shown	15.00	150.00
170	cu. yds.	Class "A" Concrete	55.00	9,350.00
34,000	lbs.	Metal Reinforcement	0.12	4,080.00
220	lbs.	Bronze Plates	1.50	330.00
200	lin. ft.	Metal Rail	12.00	2,400.00
All Required		Remove Old Bridge and Maintain Traffic		10,000.00
210	cu. yds.	Backfill	5.00	1,050.00
				$29,060.00

Bridge No. 729-A (Sta. 746+30 to 747+49) (Code No. X021)

All Required		Shoring, Cribbing, Etc.		$ 500.00
65	cu. yds.	Structural Excavation	$ 5.00	325.00
10	cu. yds.	Structural Excavation Below Elevation Shown	15.00	150.00
200	cu. yds.	Class "A" Concrete	55.00	11,000.00
42,000	lbs.	Metal Reinforcement	0.12	5,040.00
255	lin. ft.	Metal Rail	12.00	3,060.00
				$20,075.00

Subtotal	$49,135.00
10% Engr. & Cont.	4,913.50
Total	$54,048.50

Length 0.049 mile

Federal Aid Funds- $34,000.00
State Funds- 24,048.50

$58,048.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

October 6, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement and eight copies of form PR-9 covering program change for the Long Tom River Bridges, Project No. F-188 (2).

Six bid proposals and one set of plans are being sent under separate cover.

The program change is for the purpose of eliminating the roadway approaches as participating work, it being planned to have this work performed by state forces.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.
JMH:md

Oregon State Highway Department

Federal Aid Project No. 188 (2)

LONG TOM RIVER BRIDGES ON THE
SIUSLAW HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 6, 1948

Bridge No. 728-A (Sta. 713+61 to 715+04) (Code No. X021)

All Required		Shoring, Cribbing, Etc.		$ 3,000.00
140	cu. yds.	Structural Excavation	$ 5.00	700.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
170	cu. yds.	Class "A" Concrete	65.00	11,050.00
34,000	lbs.	Metal Reinforcement	0.12	4,080.00
220	lbs.	Bronze Plates	2.00	440.00
200	lin. ft.	Metal Rail	12.00	2,400.00
All Required		Remove Old Bridge and Maintain Traffic		15,000.00
210	cu. yds.	Backfill	3.00	630.00
				$37,400.00

Bridge No. 729-A (Sta. 746+30 to 747+49) (Code No. X021)

All Required		Shoring, Cribbing, Etc.		$ 2,000.00
65	cu. yds.	Structural Excavation	$ 5.00	325.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
200	cu. yds.	Class "A" Concrete	65.00	13,000.00
42,000	lbs.	Metal Reinforcement	0.12	5,040.00
255	lin. ft.	Metal Rail	12.00	3,060.00
				$23,525.00

Subtotal	$60,925.00
10% Engr. & Cont.	6,092.50
Total	$67,017.50

Length of Bridges 0.049 mile

Federal Aid Funds- -	$19,000.00
State Funds- -	48,017.50
	$67,017.50

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

October 6, 1948
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

P. W. Federal Aid Primary Highway Program
(Previous Program)

August 13, 1948
(Date of Approval)

COUNTY Lane

FA or FAS Route No. FA 29

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	28	F-188(2)	Crossings of Long Tom River M.P. 53.68 and M.P. 54.22	Survey-Plans					2 Bridges, Gr., Dr. 2-lane Intermediate-type surfacing
				Right-of-Way					
				Construction	38,000	19,000	19,000		
				Total	38,000	19,000	19,000	0.290	
Requested Revision	28	F-188(2)	Same	Survey-Plans					2 Bridges
				Right-of-Way					
				Construction	67,017	19,000	48,017		
				Total	67,017	19,000	48,017	0.049	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: Eliminate road approaches from F. A. project. Approaches to be constructed by State forces.

Recommended for approval ______ District Engineer ______ (date)

Recommended: ______ Division Engineer ______ (date)

Asst. State Highway Engineer 10/6/48

Approved: ______ Acting Commissioner ______ (date)

P-3868

LONG TOM RIVER BRIDGES

PROJECT NO. F-188 (2)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

October 6, 1948

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

October 20, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. F-188(2), Long Tom River Bridges on the Siuslaw Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending approval of the program change eliminating the approach construction from the project.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
OCT 2[illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

October 20, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. F-188(2), Long Tom River Bridges on the Siuslaw Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending approval of the program change eliminating the approach construction from the project.

Very truly yours,

T. H. DAVIS
District Engineer.

October 15, 1948

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover six small size blue line prints of the plans for the Long Tom River Bridges, Project No. F-188 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

RECEIVED
NOV 30 1948
FOR FILING

7-188-(2)

3077

files

November 30, 1948

Erick Enquist
P.O. Box 41
Troutdale, Oregon

Dear Sir:

We enclose herewith, a fully executed copy of contract No. 3077 which was awarded to you on November 4, 1948, by the State Highway Commission, covering Long Tom River Bridges on the Siuslaw Highway in Lane County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
NOV - 8 1948
FOR FILING

7-188 (2)

3697

November 5, 1948

Mr. Erick Enquist
Box 41
Troutdale, Oregon

Dear Mr. Enquist:

The State Highway Commission on November 4 awarded you the contract for the construction of two bridges over Long Tom River on the Siuslaw Highway in Lane County. This award was based on your low bid of $49,135 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
[illegible]
FOR FILING
F-188(2)
OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

November 4, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project F-188(2), Long Tom River Bridges on the Siuslaw Highway, to Erick Enquist, Troutdale, Oregon who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
NOV 8 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 15 1948
FOR FILING
F-188(2)

October 15, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
P.O. Box 3900
Portland, Oregon

Dear Sir:

In reference to your letter of October 8 relative to long Tom River Bridges, Oregon Forest Project No. F-188(2), Siuslaw Highway, Lane County, in this letter you point out ~~inadequate alignment~~ and vertical sight distance near the South approach of the structure at station 713. It is not our plan to make any changes in the existing roadway at the site of the bridge between station 713+61 and 715+04 as the new bridge will be constructed on permanent grade and allignment.

I enclose herewith map on which we have indicated in blue coloring the ultimate alignment and grade that will be constructed at some future time under separate contract. There is no approach work involved in this bridge site.

As to the bridge location at approximate station 747, you will note that we have revised the alignment in order to provide adequate alignment and grade in the future. It becomes necessary to construct approaches for a short distance each side of the structure to a connection with the existing roadway. This involves only a small amount of grade work and will be performed by state forces. I hope that we may have your early approval for advertising this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Higway Engineer

WCW/gd

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

October 8, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

At the time the 1947 Federal Aid Program was revised to permit the withdrawal of the Sandy River Bridge and the addition of the Long Tom River Bridges, Oregon Project No. F-188(2), the importance of locating the new permanent structures on alignment consistent with the traffic to be served was discussed at length. As a result of this discussion, the description of the work proposed shown in the program submission was revised to include "Gr., Dr., 2-lane intermediate-type surfacing".

A preliminary review of the advance plans now submitted for this project shows that the structure at Station 746 has been located on improved alignment and is satisfactory, however, no improvement of the present substandard alignment and vertical sight distance near the south approach of the structure at Station 713 is indicated.

The volume of traffic using this highway places it in the 50M category and for rolling topography a design speed of 55 miles per hour is indicated. This will require lengthening of the 200' vertical curve and flattening the 20° horizontal curve at Station 710.

A note on the plans indicates that the approaches are to be constructed by State Forces. If this is to be non-participating, a program revision (PR-9) revising the description of work to be performed will be necessary.

The State's intentions as to the revision of the 20° curve and vertical sight distance on the south approach to the bridge at Station 713 is requested and if you intend to improve the substandard conditions referred to, then the nature of the improvement contemplated should be shown on the plans.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
OCT 11 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING

F-188(2)

File

October 8, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

At the time the 1947 Federal Aid Program was revised to permit the withdrawal of the Sandy River Bridge and the addition of the Long Tom River Bridges, Oregon Project No. F-188(2), the importance of locating the new permanent structures on alignment consistent with the traffic to be served was discussed at length. As a result of this discussion, the description of the work proposed shown in the program submission was revised to include "Gr., Dr., 2-lane intermediate-type surfacing".

A preliminary review of the advance plans now submitted for this project shows that the structure at Station 746 has been located on improved alignment and is satisfactory, however, no improvement of the present substandard alignment and vertical sight distance near the south approach of the structure at Station 713 is indicated.

The volume of traffic using this highway places it in the 50M category and for rolling topography a design speed of 55 miles per hour is indicated. This will require lengthening of the 200' vertical curve and flattening the 20° horizontal curve at Station 710.

A note on the plans indicates that the approaches are to be constructed by State Forces. If this is to be non-participating, a program revision (PR-9) revising the description of work to be performed will be necessary.

The State's intentions as to the revision of the 20° curve and vertical sight distance on the south approach to the bridge at Station 713 is requested and if you intend to improve the substandard conditions referred to, then the nature of the improvement contemplated should be shown on the plans.

Very truly yours,

T. M. DAVIS
District Engineer.

original [illegible])

RECEIVED
OCT 7 1948
FOR FILING

F-183(2)

October 6, 1948

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement and eight copies of form PR-9 covering program change for the Long Tom River Bridges, Project No. F-183 (2).

Six bid proposals and one set of plans are being sent under separate cover.

The program change is for the purpose of eliminating the roadway approaches as participating work, it being planned to have this work performed by state forces.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.
JEH:md

320-1701 Oakridge Grading & Oil Mat 1948
Surfacing Proj., Commercial St.
#3078

RECEIVED
SEP 14 1949
FOR FILING

320-1701

3078

September 13, 1949

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3078, for work on the Oakridge (Commercial St.) Section in Lane County, has been completed by the contractor, E. C. Hall Co., and that final payment in the amount of $734.48 will be made on or after September 23, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $10,699.43, and that no force account work was performed on the project. This contract was completed on June 23 and accepted by the Highway Commission on June 28, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon
Attn: R. A. Wride, Manager

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD

9-13-49 g

RECEIVED
JUL 19 1949
FOR FILING
320-4001

3078

July 19, 1949

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to release to E. C. Hall Co. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3078 covering the Oakridge (Commercial St.) Section in Lane County. This payment, which is in the amount of $2,849.08, reduces the retained percentage to $750.00 lump sum. The present payment to the contractor will be made on or after July 29, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon
Attn: E. A. Wride, Manager

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD
7-[illegible]-49 g

Form E-1-5M-11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 25, 1949

Section Oakridge (Cammercial Street)

Kind of work Grading & Oil Mat Surfacing

Highway City Street

Section prefix 320-4001

Contractor E. C. Hall

Contract number 3078

Date of contract Nov. 4, 1948

Date of completion Aug. 15, 1949

Date work started May 12, 1949

Estimated date of completion Aug. 15, 1949

Amount of contract $ 10,461.00

Per cent of time elapsed 230/284 81.0 %

Estimated cost of completed project, exclusive of engineering $ 10,461.00

Per cent of contract completed, based on total contract price 100 100 %

Engineering cost to date $ 884.00, 8.5 %

Date project was completed June 23, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

J. C. Compton, moved on this job Friday June 17th. The first course was laid Saturday, and the oiling was completed Monday p.m.and Tuesday.

This job was oiled throughout (0.30 mile rather than 0.26 mile as contemplated) under authorization from John Cattrall, received Saturday morning the 18th. I believe the job will overrun the authorization very little if any.

Signed J. C. Chapman, Resident Engineer

Address Old Post Office Bldg. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

E. M. BOOTH

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.40	0.40		0.40	
Miles partially completed	0.40	0.40		0.40	
Miles completed	1900	3650		22 tons	
Total estimated quantities	1900	3650		22 tons	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ......1......, Power graders ......1......, Rollers ......1......, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUN 27 1949
OFFICE OF
CONSTRUCTION ENGINEER

February 14, 1949

Mr. Howard H. Robbins
Oakridge, Oregon

Dear Sir:

I have your letter of February 10 re expenditure of funds on the streets in Oakridge.

Negotiations for a project were opened in November, 1947 when the City Council passed a resolution requesting work on various streets in Oakridge. This was followed by several conferences between engineers working for the Highway Department and various city officials. These conferences ended in an agreement between the City of Oakridge and the State of Oregon to repair and improve Commercial Street. This project was approved by the Highway Commission on May 25, 1948, and the Mayor of Oakridge, Mr. Lorenz Gorwpach, was so informed by letter May 26, 1948. The formal agreement covering this project was executed by the Oakridge Council October 29, 1948.

On November 4, 1948 the Highway Commission entered into a formal contract with E. C. Hall Company for the actual construction work. The City was notified of this contract on November 15, 1948. In view of the above, I would say that the time for a change in the plans in Oakridge is passed.

Negotiation for this work covered approximately one year and our contacts with the City were on a friendly and cooperative basis. The project chosen, namely Commercial Street, was requested by the city officials who had ample opportunity to change their re-

NOTED
JOHN W. CATTRALL

NOTED
Harold C. A

NOTED
Harold C. A

RECEIVED
FEB 11 1949
ENGINEER
COUNTY & CITY RELATIONS

Oakridge, Oregon
February 10,1949

NOTED
FORREST COOPER

State Highway Commission
Salem, Oregon

Gentlemen:

Your letter of February 4,1949, relative to project for improvement, maintenance, and repair of Commercial Street from Beech Street to Maple Street within the corporate limits of City of Oakridge, received.

Since the time the "Option for Cooperative Construction Project, City of Oakridge", was signed by the Mayor and Recorder and accepted and approved by the State Highway Commission, there have been some very great changes in traffic conditions.

Due to a crossing having been built over the Southern Pacific railroad track at Beech Street, heavy traffic has been diverted through to Y*Drive and Hills Street and on out to Highway #58;hence Commercial Street is not being used to the extent that is was at the time the project for improvements on this street was approved.

Another thing, since the Oakridge Clinic has been completed and in iperation, located about 600 ft. off of Highway #58 on Hills Street and Y-Drive, traffic on Hills Street has been increased to a very great extent. Ambulance movements from Highway #58 to the Clinic, with any degree of comfort for the occupants, is impossible due to the holes and ruts in Hills Street.

This letter is being written with the full knowledge of the Mayor and the majority of the Common Council, and it is my purpose to find out if the money allocated for the improvement of Commercial Street could not be used instead for the improvement of Hills Street and Y-Drive. In view of the Above mentioned changes in traffic conditions, it seems that this problem should be given some further consideration by the Commissionif the greatest amount of benefit possible is to be derived from the money spent.

Will you please advise as to whether or not it would be possibe to accomplish this change,

Very truly yours,

Howard H. Robbins

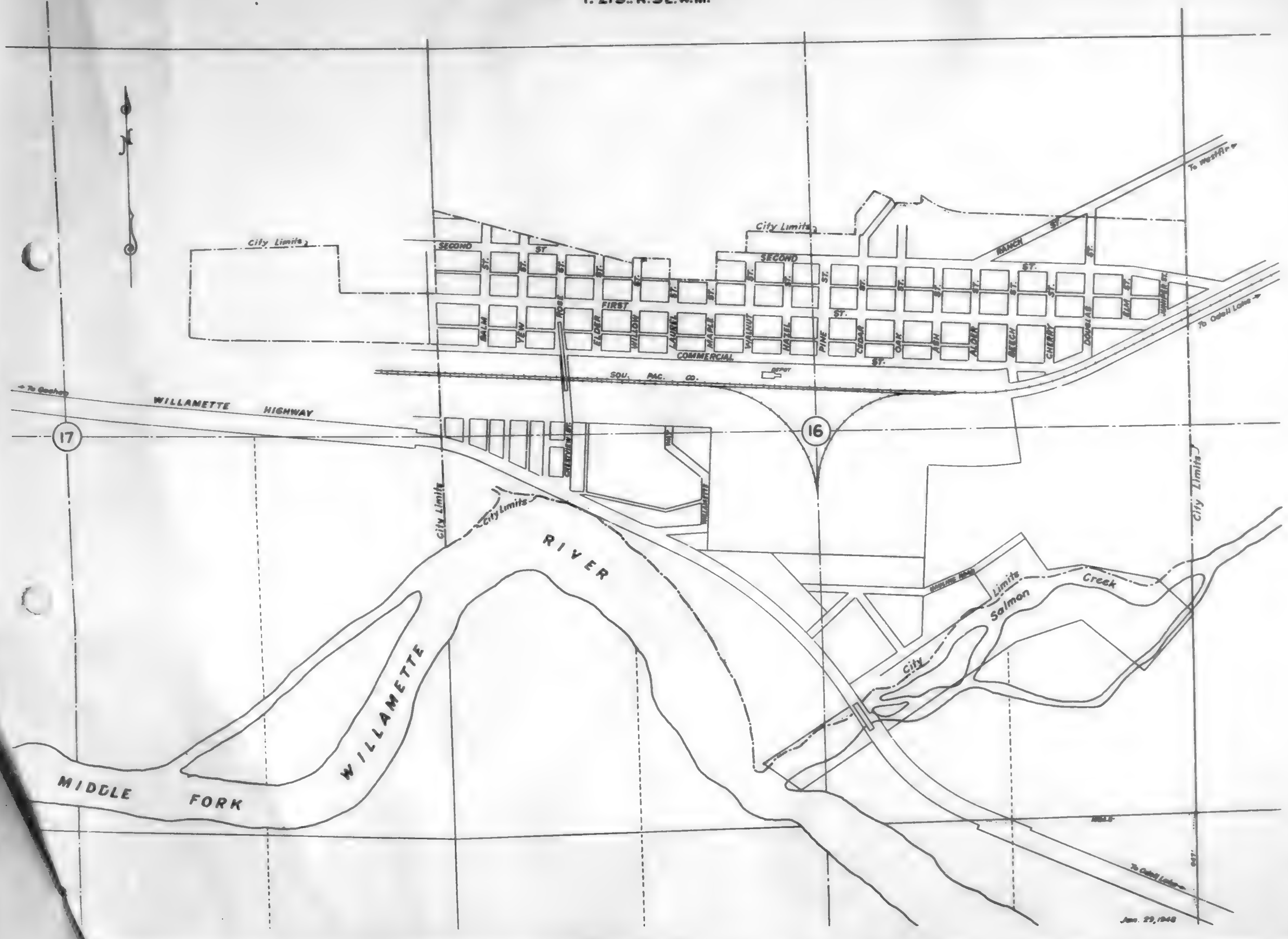
Howard H. Robbins
Oakridge, Oregon

RECEIVED
[illegible]

NOTED
JOHN W. CATTRALL

OAKRIDGE

T. 21S., R. 3E. W.M.



Oakridge
250/ 1948

1948

OAKRIDGE

COMMERCIAL STREET FROM BEECH STREET TO PINE STREET

Description of Center Line Finished Grade (U.S.G.S. Datum):

Beginning at elevation 1222.87, at highway engineer's survey station 2+60, 30' east of the center line of Beech Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1222.83, at highway engineer's survey station 2+90, at the center line of Beech Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1222.78, at highway engineer's survey station 3+20, 30' west of the center line of Beech Street, where same is intersected with the center line of Commercial Street; thence to elevation 1221.78, at highway engineer's survey station 5+20, 30' east of the center line of Alder Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1221.78, at highway engineer's survey station 5+50, at the center line of Alder Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1221.78, at highway engineer's survey station 5+80, 30' west of the center line of Alder Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1220.78, at highway engineer's survey station 7+80, 30' east of the center line of Ash Street, where same is intersected by the center line of Commercial Street; thence to elevation 1220.73, at highway engineer's survey station 8+10, at the center line of Ash Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1220.68, at highway engineer's survey station 8+40, 30' west of the center line of Ash Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1220.65, at highway engineer's survey station 8+50, 40' west of the center line of Ash Street, where the same is intersected by the center line of Commercial Street; thence on a 200' verticle grade curve to elevation 1220.74, at highway engineer's survey station 10+40, 30' east of the center line of Oak Street, where same is intersected by the center line of Commercial Street; thence continuing on a 200' verticle grade curve to elevation 1220.75, at highway engineer's survey station 10+50, 20' east of the center line of Oak Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1220.76, at highway engineer's survey station 10+70, at the center line of Oak Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1220.78, at highway engineer's survey station 11+00, 30' west of the center line of Oak Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1221.78, at highway engineer's survey station 13+00, 30' east of the center line of Cedar Street, where same is intersected by the center line of Commercial Street; thence to elevation 1221.24, at highway engineer's survey station 13+30, at the center line of Cedar Street, where same is intersected by the center line of Commercial Street; thence to elevation 1220.70, at highway engineer's survey station 13+60, 30' west of the center line of Cedar Street, where same is intersected by the center line of Commercial Street; thence to elevation 1214.10, at highway engineer's survey station 15+60, 35' east of the center line of Pine Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1213.52, at highway engineer's survey station 15+95, at the center line of Pine Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1212.93, at highway engineer's survey station 16+30, 35' west of the center line of Pine Street, where same is intersected by the center line of Commercial Street; thence to elevation 1212.63, at highway engineer's survey station 16+50, 55' west of the center line of Pine Street, where the same is intersected by the center line of Commercial Street.

at the center line of Pine Street, where the same is intersected by the center line of Commercial Street; thence to elevation 1212.93, at highway engineer's survey station 16/30, 35' west of the center line of Pine Street, where same is intersected by the center line of Commercial Street; thence to elevation 1212.63, at highway engineer's survey station 16/50, 55' west of the center line of Pine Street, where the same is intersected by the center line of Commercial Street.

RECEIVED
DEC 9 1948
FOR FILING

320-4001

3078

December 8, 1948

E. C. Hall Co.
Rte. 6, Box 630
Portland 1, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3078, which was awarded to you November 4, 1948 by the State Highway Commission, covering the Oakridge (Commercial Street) Section in Lane County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

ORGEON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
NOV 10 1948
FOR FILING

330-4001

3078

Salem, Oregon
November 10, 1948

Mr. S. H. Probert
Office

Attached is one approved copy of an option for cooperative construction project in the City of Oakridge, particularly covering improvement of Commercial Street from Beech Street to Maple Street, Engineer's Stations 2+00 to 23+80.

The original copy of this option has been retained in Mr. Glaisyer's office for the Commission's files and one copy has been mailed to the City Recorder of Oakridge.

L. H. Warfield

LHW/ld
cc: H. G. Smith
Forrest Cooper

FORM E-50 25M 8-40 22204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1948

SUBJECT:

To: Mr. R. H. Baldock

I hand you herewith, for further handling, three approved copies of an option for cooperative construction project in the City of Oakridge, particularly covering improvement of Commercial Street from Beech Street to Maple Street, Engineer's Stations 2+60 to 23+80.

The original copy of this option has been retained in this office for the Commission's files, and a copy has also been mailed to the City Recorder of Oakridge.

Secretary

gl
attachments 3

[illegible]
[illegible]
[illegible]

Oakridge
1948
[illegible]

FORM E-10 8M 8-46 22204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1948

NOTED
J. F. HAGEMANN

RECEIVED
NOV 10 1948
ENGINEER
COUNTY & CITY RELATIONS

NOTED
FORREST COOPER

SUBJECT:

To:

Mr. F. D. Cooper
County and City Relations Director
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Herewith copy of a letter from A. J. Ford regarding rock to be used on Oakridge City Street Work to be performed by contract.

Mr. Ford indicates that the 1¼-3/4, 3/4-1/2 and 1/2-1/4 inch sizes will be available in our stockpiles at Mile Post 35.56, Willamette Highway. The 1/4-10 is at Mile Post 39.61. The price for this rock will be the district holding account price which is now $2.27. When used, this rock should be transferred from the district rock holding account and charged to the contract prefix assigned to the job.

The 3/4-0 size can be purchased from the Oakridge Sand and Gravel Company at a cost of $1.85 at their plant located between Willamette City and Oakridge, or at $2.50 per yard on the road. When purchased, this rock should be charged direct to the contract prefix, assuming it will be purchased when needed and not stockpiled.

Very truly yours,

I. A. DeFrance,
Assistant Maintenance Engineer

IAD:JB:mc
Enc -
cc: A. J. Ford
K. D. Lytle
M. H. Hawke

NOTED
Harold C. Ayers

P.S. Mr. Ford should advise his oil crew foreman and timekeeper as to this rock price so that the cost records will be entered correctly.

I. A. D.

IAD/bm

NOTED
N W CATTRALL

C O P Y   C O P Y

FORM H-50 [illegible] 9-48 [illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
October 26, 1948

SUBJECT:

RECEIVED
NOV 1 0 1948
ENGINEER
COUNTY & CITY RELATIONS

To:

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In reply to Mr. De France's letter of October 20, regarding the aggregate for the proposed work on the streets of Oakridge, I quote you the figures for the various sizes of rock which he asked for. Mr. Cooper states that it will require 110 cu. yds. of 1¼ - 3/4", 50 cu. yds. of 3/4" - ½", 80 cu. yds. of ½" - ¼", and 35 cu yds. of ¼" - 10 mesh. All of this material except the ¼" - 10 mesh is in our stock piles at the maintenance headquarters at Oakridge. The 10 mesh is available at the first stock pile site east of the Salt Creek Bridge. All of this material will be charged on our rock holding account at $2.27 per cubic yard.

We have no 3/4" - 0 on hand. I contacted the Oakridge Sand and Gravel Company yesterday, who stated that they will have approximately 1000 cu. yds. of this material in stock at their plant between Willamette City and Oakridge when it is needed next spring. Their price, loaded in anyone's trucks, at their crusher, is $1.85 per cu. yd. They would much rather haul it themselves to the job at Oakridge and put it on the road, for $2.50 per cu. yd. They will do it either way, however.

I think that furnishes the necessary information that Mr. De France asked for in his letter to you.

Very truly yours,

/signed/
A. J. Ford
Dist. Maint. Supt.

AJF:pk
10/29/48
To: DeFrance
For your information.
K. D. Lytle /s/
Div. Engr.

11/9/48
mm

RECEIVED
NOV - 8 1948
FOR FILING

330 - 4001

3077

November 5, 1948

E. C. Hall Company
Route 6, Box 630
Portland 1, Oregon

Gentlemen:

The State Highway Commission on November 4 awarded you the contract for grading and oil mat surfacing on Commercial Street in the City of Oakridge in Lane County. This award was based on your low bid of $10,461 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - Mr. S. H. Probert

Sept. 10, 1948

[illegible] (Using C-9)
[illegible] St. & Commercial [illegible]
Aggregate
4533 x .032 = 145
7 + 5%
152 Cu. Yd. @ 5.00 760.00
Asphalt
4533 x 0.7 / 224 = 12 tn
2 + 10%
14 tons @ 55.00 770.00

Maple St. & Commercial from [illegible] Maple.
Aggregate
2907 x .032 = 93
5 + 5%
98 Cu Yds @ 5.00 490.00
Asphalt
2907 x 0.7 / 224 = 8
1 plus %
9 @ 55.00 495.00

Total	12920.00
Plus 10% Eng. & Cont.	1292.00
Plus Surveying	1000.00
Total Using (C-9)	15,212.00

Oakridge Sept. 10, 1948

Summary Paving O-9

Beach St. & Commercial St (Beach to Pine) 0.32 Miles

1- Excavation	lump			$2000.00
2- Additional Fill	300 cu yds.	@	$2.50	750.00
3- Topping	2425 Cu. Yds.	@	2.00	4850.00
4- Cr. Rock Leveling Course	420 Cu. Yds.	@	4.00	1680.00
5. Prep. of Base	0.32 Mile	@	$500	160.00
6- Furn & Place Agg.	152 Cu. Yds.	@	5.00	760.00
7- Furn & Place Asphalt	14 tons	@	55.00	770.00
Subtotal Beach & Comm. Sts.				$10,970.00

Maple St. & Commercial St. (Pine to Maple) 0.21 Miles

1- Widen [illegible] (1 block)	lump			700.00
2- Patching	16 tons	@	$10.00	160.00
3. Prep of Base	0.21 Miles	@	500	105.00
4- Furn & Place Agg.	98 Cu. Yds.	@	5.00	490.00
5- " " " Asphalt	9 tons	@	55.00	495.00
Sub-Total Maple & Comm. Sts.				$1950.00

Total Oakridge	$12,920.00
Plus 10% Eng. & Cont.	1292.00
Plus [illegible] Survey (Est.)	1000.00
Total Paving O-9	$15,212.00

[illegible]   Sept. 9, 1948

[illegible] – [illegible] 420'
[illegible] Pine 258'   Scale [illegible] 1" = 200'
[illegible] Pine to Maple 760'
[illegible] 330'

Beech St. – First to [illegible] 470'
Commercial St. – Beech to Pine 1230'
[illegible] 1700'

[illegible] Av. 2' Cut & Fill   lump $2000.00
Additional fill, 300 Cu. Yds. @ 2.50   750.00

Base
Figuring 8" Cr. Rock = 1680 Cu. Yds. @ *4.00 $6720.00
Figuring 12" Topping = 2425 Cu Yds @ *2.00 = $4850.00
2" Cr. Rock = 420 Cu Yds @ *4.00 = 1680.00   6530.00 → 6530.00

* From Clymar – Figuring 8 mi haul on topping & 2½ Mi haul for Cr. Rock @ $2.60 at plant.

O-11 Oil Mat (0.32 Mile) (4533 Sq. Yds.)
Prep of Base   0.32 Mile @ $500.–   160.00
Aggregate
4533 X .053 = 240 + 5% = 252 Cu. Yds. @ $5.00   1260.00
Asphalt
4533 X 1.2 = 21 + 10% = 23 tons @ $55.00   1265.00
264

Total with 8" Cr. Rock Base   12,155.00
Total with 12" Topping + 2" Cr. Rock   11,965.00

Commercial – Pine to Maple St – 760'
Maple St. – Commercial to Pine – 330'
1090' widen patch & O-11.

Widen shoulders (1 block)   lump   200.00
16 tons patching @ 10.00   160.00
O-11 (0.21 Miles) (2907 Sq. Yds)
Prep of Base   0.21 Mile @ $500.00   105.00
Aggregate
2907 X .053 = 154 + 5% = 162 Cu. Yds. @ 5.00   810.00

Asphalt

2967 X 1.2 / [illegible] = 13.3 plus 10% = 15 ton @ $55.00 =	825
Total	2600
Total Commercial & Road [illegible]	12,155.00
Total Commercial & Maple St.	2600.00
	14755.00
Plus 10% Eng & Cont	1475.50
Plus Survey	1001.00
Total	17,231.50
Total Comm. & [illegible] Topping	11,965.00
Total Comm. & Maple St.	2600.00
	14,565.00
Plus 10% Eng & Cont	1454.50
Plus Survey	1001.00
Total	17,021.50

6-8-48

OAKRIDGE

PRELIMINARY ESTIMATE

?

Commercial Street (~~Cherry to Elder~~), a distance of .60 mile - 3,168 lin. ft.

Beach, 1st to R.R. + Com, Beach to pine

#1. (~~Cherry to Pine Street~~) .30 mile - 1,584 lin. ft., 24' wide
(Grade and Oil)

Excavation average 2' cut & fill	$ 2,000.00
Additional fill, 300 cu. yds. at $2.50	750.00
Base & leveling rock, 2,150 cu. yds. at $2.00	5,375.00
Compaction, water, etc.	685.00
0-11 oil mat, 38,016 sq. ft. [illegible]	2,148.00 2300
	$10,958.00

Maple Maple - 1st 1050 lin ft.

#2. [illegible] (Pine Street ~~to Elder~~) .30 mile - widen, patch and reseal present pavement

Widen shoulder at depot 1 block	$ 700.00
16 tons ~~[illegible]~~ patch at $10.00	160.00
0-11 ~~0-30 seal coat~~	820.00 1500
	$ 1,680.00

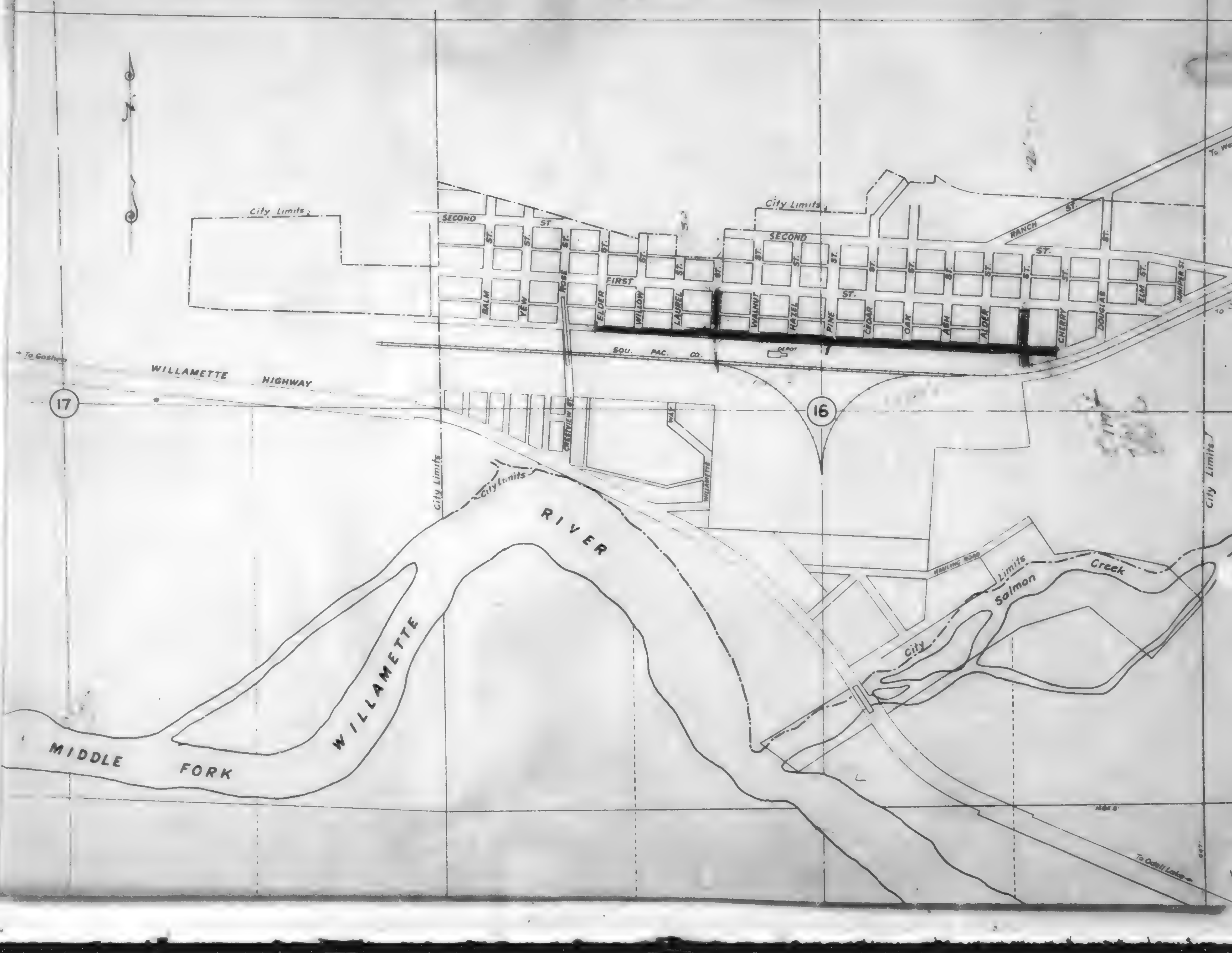
Total Commercial (Cherry to Elder Streets)	$12,638.00
Plus preliminary engineering	1,000.00
	$13,638.00
Plus 10% Contingencies	1,362.00
Total cost of job	$15,000.00

6-8-48

OAKRIDGE

T. 21S., R. 3E. W.M.

Scale 1" = 800'



Oak [illegible]
$250,000 Fund
(1948)

February 17, 1948

Mr. K. V. Williams
Street Superintendent
Oakridge, Oregon

Dear Mr. Williams:

I wish to express my thanks for your letter of January 31, 1948, assuring a source and price for crushed rock for the contemplated street improvement in your city. This information is of great value in estimating the cost of construction.

I desire also at this time to inform you that we have been unable to contact Langfelt & Westfall, the log haulers who approached us at the restaurant in regards to signs to place at their logging road entrance to the state highway. Correspondence sent to them has been returned as "unknown and unclaimed." If you should again contact these people, you might inform them to write to Mr. W. O. Widdows, Sign Engineer, State Highway Department, Salem, Oregon, giving their request and correct address.

Very truly yours,

Oscar Cutler, Engineer
County and City Relations

By

Harold C. Ayers
Assistant Engineer

HCA:ms

Oakridge
($250.000 Fund)
(1948)

CITY OF
OAKRIDGE, OREGON

OAKRIDGE, OREGON

January 31, 1948

Harold C. Ayers
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayers:

I have contacted the officials of the Pope and Talbot Lumber Company and they have assured me that we can get crushed rock from 4 inches down from the present site of the crusher, at $1.40 per yard delivered to our stock pile and later on, perhaps in May or June, they will move the crusher to the mill site and then we will be able to purchase it at 70 or 80 cents per yard from their crusher, which will be about 2 miles from town. If we get it from their hopper our trucks will have to wait their turn. They will stock pile it at the crusher site for us at the quoted price or will stock pile it here in town for us for a small additional price.Hoping the above information will be of some help to you, I am

Very truly yours,

K. V. Williams
K. V. WILLIAMS
STREET SUPT.

KVW:ew

Oakridge File

RECEIVED
FEB 2 1948
ENGINEER
COUNTY & CITY RELATIONS

NOTED NOTED
JOHN W. CATTRAULF. HAGEMA

NOTED
Harold C. Ayers

NOTED
JOH

Project "A" 24' A.C. Pavement
Oakridge 1-29-48

5280 x .30 = 1584 feet
24' wide

✓Grading - 2000.00
✓Fill - 350yds 350.00

✓1750 cu yds base Rock 4375.00
@ 2.50

✓Compaction blading 1325.00
5" asphaltic Con.
✓1146 tons A.C @10.00 11460
$ 19,720.00

From Cherry St - to Pine St -

This is a Complete job starting from scratch.

5280 x .25 = 1320.
5in on 6' - 2" on 18'
Widening and paving $ 6,650.00
based on Dennis figure +20%

Pine St to Elder St

✓Exc - 294 cu yds @ 3.00 882.00
✓Base Rock 350 @ 1.25 438.00
✓Blade & Compact 173.00
✓(5") 238 ton @ 8.00 1904.00
✓(2") 286 " @ 8.00 2288.00
✓Fill 386 @ 2.50 965.00
$ 6650.00

Total for essential improvement
On Commercial St from Cherry St to Elder St
.60 miles 24' wide.
Includes grading for 60' width for .30 miles
$ 23,868.00

Oakridge 1-29-48

Inspection was made on Jan. 28-48, of the city of Oakridge, streets; in company with Mr. K. V. Williams, city Engineer; and Mr. A. Woods, councilman on street committee.

This city is growing at a very great rate and the natural needs of a growing city, sewers, water systems, and streets has completely thrown the city in debt.

There is now being built by Pope and Talbot a new 250,000 bdft saw mill, and they also plan a plywood and pulp mill. which is causing a heavy log haul over Oakridge streets.

The Hines Lumber Co. has purchased a large area on which to place a large mill and very likely a plywood plant which will also add to traffic on Oakridge street

Pope and Talbot is now building a very large housing project to house 450 families and Hines is doing the same.
Both of these companies are aiding the city in streets and water systems and will continue to do so.

The request for state aid on Commercial street is a very worthy project and I feel we should extend ourselves in aid for the city.

HGA

Oakridge

Preliminary Estimate

Commercial Street Cherry Street to Elder
a distance of .60 miles - 3168 lineal feet

#1. From Cherry Street to Pine Street.
.30 miles in length 1584 lineal feet 24' wide
Grade & Oil.

Grading average 2' cuts fill	$2000.00
Additional fill 350 cu yds @ 2^{00}	$750.00
Base & leveling rock 2150 cu yds @ 2^{50}	5375.00
Compaction, blading etc	685.00
0-1 oil mat 38016 sq. ft.	2148.00
	$10958.00

#2. From Pine Street to Elder Street
.30 miles.

Patch present paving and reseal even shoulders at Depot	700.00
16 tons asphaltic Concrete @ 10^{00}	160.00
0-30 seal coat	820.00
	1680.00

Total estimated Construction cost	$12638.00
Plus preliminary engineering	1000.
	13638.00
Plus 10% Contingencies	1364
Total Cost of Project	15000.00

Oakridge

.60 miles 24' wide 3168 lin ft.

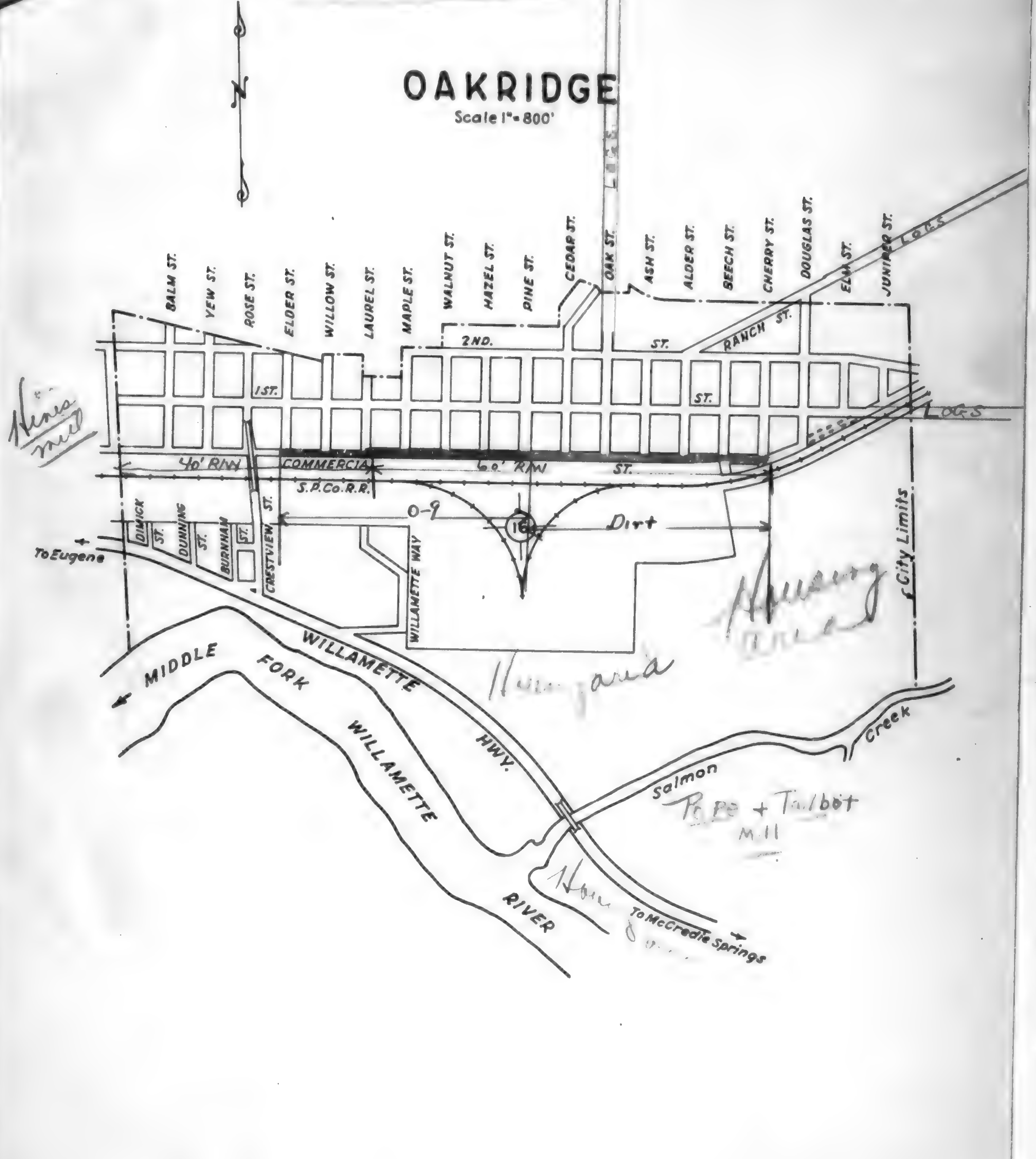
.30 miles — 1584 lin ft (grade & Oil)

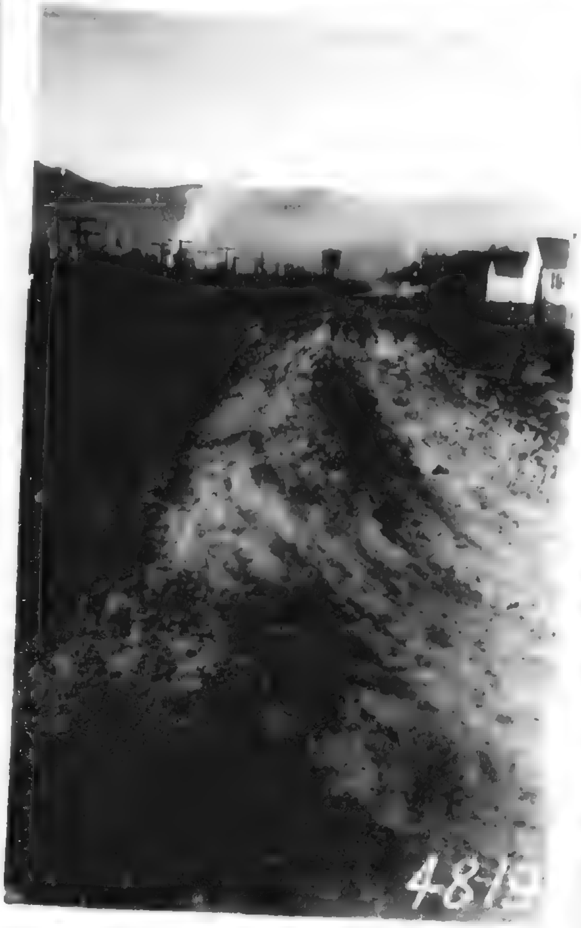
Grading 2' cut & fill	2000.00
Fill 350 cu yds 2.00	750.00
base rock 1750 @ 2.50	4375.00
Compaction, blading etc surf.	1685.00
O-11 oil mat 3801 sq ft.	2148.00
	10958

.30 miles — 24' wide 1584 lin ft. (~~[illegible]~~) re-oil.

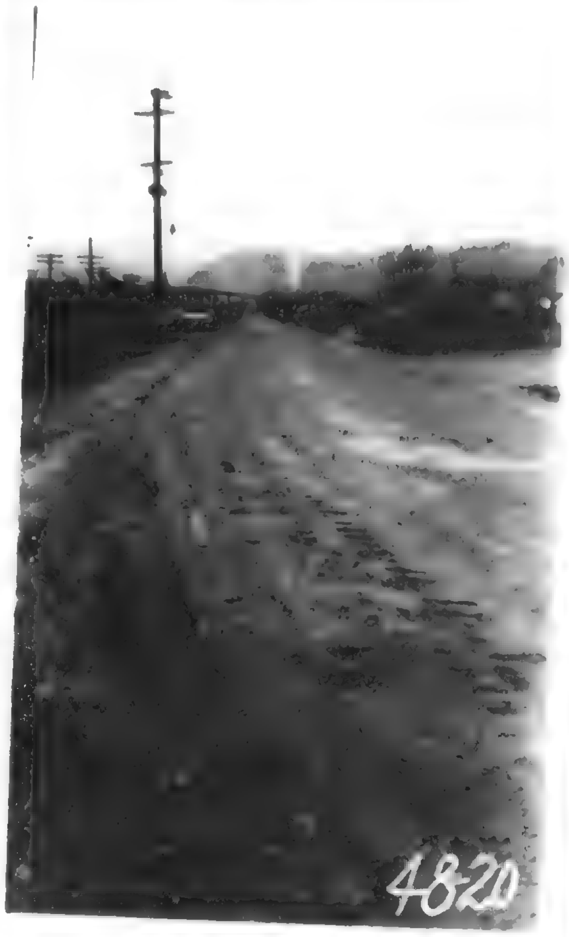
~~Shoulders widen 6' stra~~	~~1500~~
~~Fill 6' — .06. 1860 cu yds 1.40~~	~~2610~~
~~O-11 oil mat — 3801 sq ft~~	~~2148~~
~~Surveying~~	~~1000.~~
	~~18216~~
water at Depot	700
Patch — 16 ton @ 10.	160.00
O-30 —	800
Surveying	1000.
	1960
	10958
	12918
10%	1291
	14209.
or	15,000.00

Fir - Complete build
Greens - widen + pave

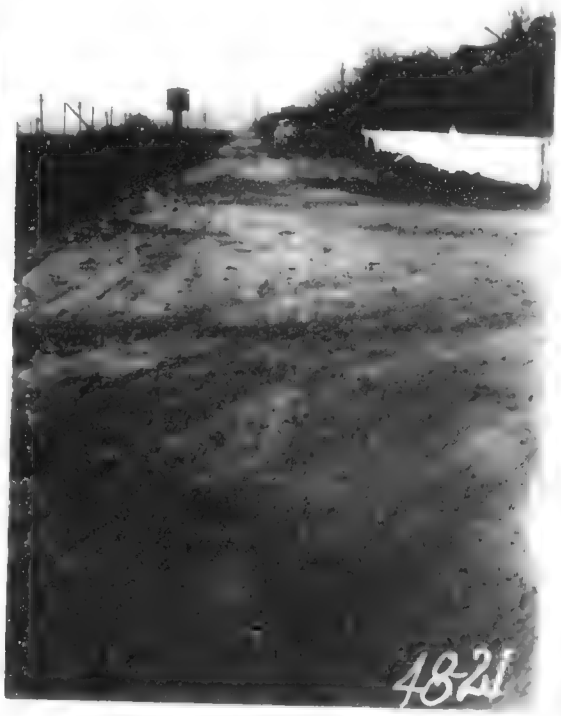




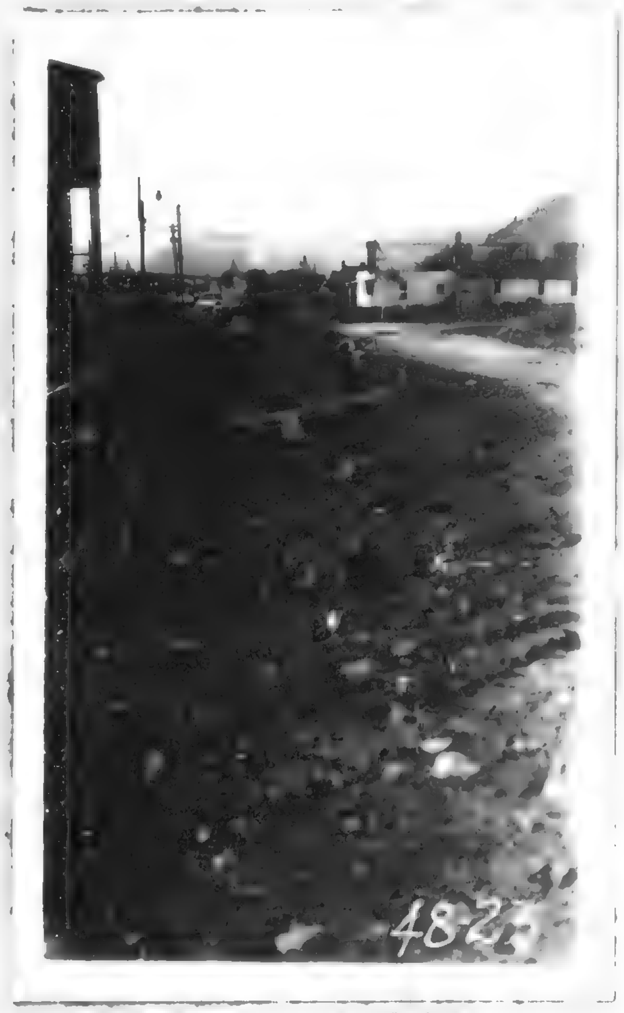
Oakridge 1-28-48
Commercial Street from Cherry,
looking west



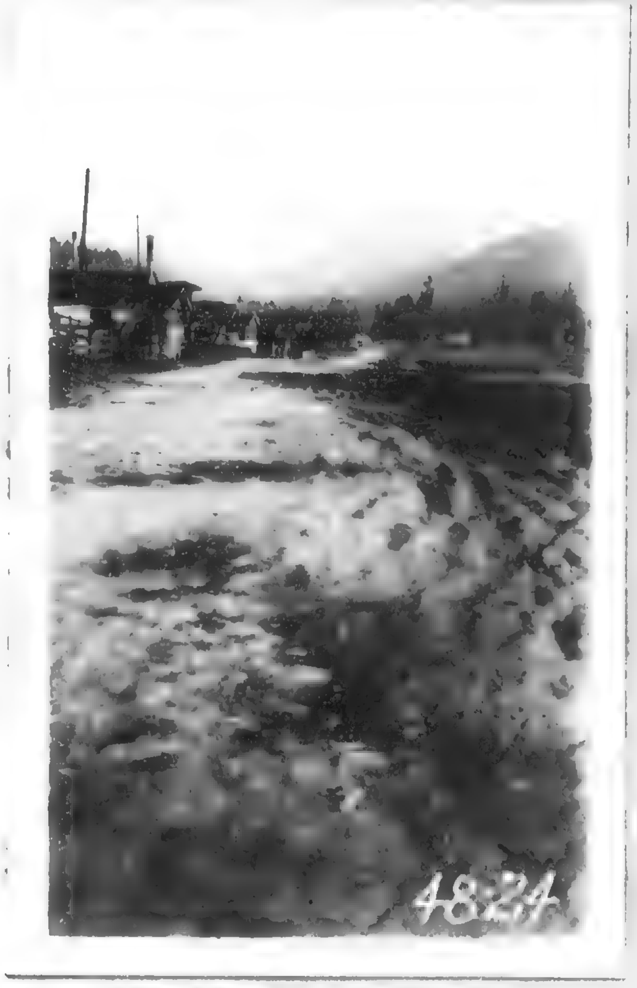
Oakridge 1-28-48
Commercial Street from Pine,
looking west



Oakridge 1-28-48
Commercial Street from Alder Street,
looking west



Oakridge 1-28-48
Commercial Street from Cedar Street,
looking west



Oakridge 1-28-48
Commercial Street from Cedar Street,
looking east

Base 28'

Sheet 1 of 2

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Oakridge Logged by HCAyers Car No. 41-5

Road or Street Commercial St. Recorder HCA

Date 1-28-48 Weather Clear- Cold Project 250,000 Fund

M. P.	Location	Length	Width	Type	Condition	Remarks
.00	Cherry St		60' 20'	dirt	poor	
.045	℄ Beech					
.10	℄ alder			gravel	poor	
.15	℄ ash	.30				
.20	℄ oak					
.25	℄ Cedar					
.30	℄ Pine		60' 20'	0-9	Fair	0-30 seal
.35	℄ Hazel					Depot- Pole loading
.40	℄ Walnut					
.45	℄ Maple	.30	40'			
.50	℄ Laurel		40' 18'	0-9	Fair	
.55	℄ Willow					
.60	℄ Elder				Poor	needs rebuilding
.645	Overcrossing		28.6'			
.65	℄ Rose		40' 18'			
.695	6" water line					3' under road
.81	℄ High St					
.93	no name					21" armco under.
1.06	..					

Sheet 2 of 2

ROAD LOG DATA SHEET

M. P.	Location	Length	Width	Type	Condition	Remarks
1.11	No Name					
1.165	City limits					West property line of Large Alcohol House

Hines Lumber Co. has bought large acreage at city limits for large new mill

Pope and Talbot has quarry and crushing and screening plant 8 miles from City Center. City will get quotation on base and surface rock, and write us.

United Contracting has hot plant located at edge of town are going to do some asphaltic paving for Pope & Talbot housing project.

Oakridge Sand & Gravel has commercial plant with good crushed rock [illegible] ½ mile from town

1½"	$2.60
1"	2.60
3"	2.40
¾"	2.60

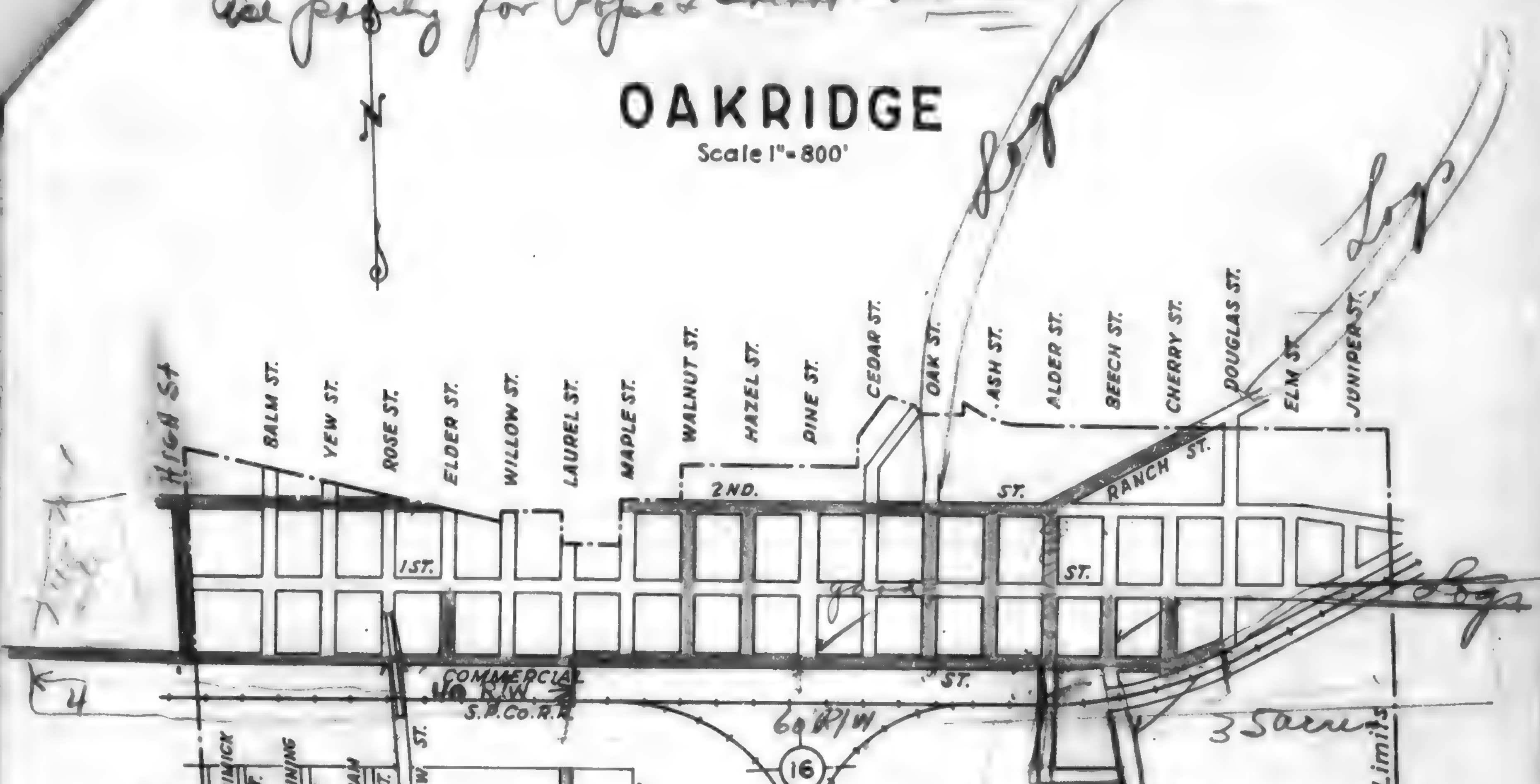
FOB Shed

12-11-47

Block top pl. is in city now
will be for balance of year
all paving for Pope & Talbot - United Contract.

OAKRIDGE

Scale 1"=800'



1.

Sheet ____ of ____

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Superseded

Location Oakridge Logged by ________ Car No. ______

Road or Street Commercial St Recorder ____________

Date __________ Weather ________________ Project ____________

M. P.	Location	Length	Width	Type	Condition	Remarks
.81	High St		60' 18 oiled	O9	Poor	
	℄ Balm					
	℄ Yew					
.495-.6	West lane crosses 3' below at					
.65	℄ Rose		40'			
.645	overlapping		28.6			
.60	℄ Elder			O9	Poor	Retired
.55	℄ Willow					
.50	℄ Laurel		60' 18 oiled			
.45	℄ Maple					
.40	℄ Walnut					
.35	℄ Hazel					Depot-Poling
.30	℄ Pine		20'	0-30 O9	Fair	Oiled
.25	℄ Cedar					
.20	℄ Oak					
.15	℄ Ash					
.10	℄ Alder			gravel	Poor	
.045	℄ Birch					
.00	℄ Cherry		20'	dirt	Poor	
	Douglas					

# 3- Commercial St from Cherry looking west.
4 Commercial St from Pine " "

Sheet 2 of 2

ROAD LOG DATA SHEET

M. P.	Location	Length	Width	Type	Condition	Remarks
.93	No name					21' armco culv.
1.06	"					
1.11	"					
1.165	City Lts.					Property line of large Colonial House
						Hines Lbr. has purchased large site at this point for new mill
	#8 Commercial St from			Cedar	looking	East

Pope & Talbot has guarantee city can buy rock. will get price and send letter

#5. Commercial St from alder looking west
#6 void
12-11-47 # 7 Commercial St from ,Cedar " "

INFORMATION AND ESTIMATE FORM

YEAR 1948

STATE TAX STREET FUND (1947 ACT - $250,000)

City Oakridge

Streets Proposed for Repair or Maintenance: Commercial Street
from Cherry to Elder

Type of Repairs or Maintenance: Grade - base rock
and lay oil mat.
Construct .3 miles 24' wide lay oil mat
patch & reseal .3 mile 20' wide

Length in Feet or Miles and Widths in Feet: .6 miles 24' wide

ESTIMATE OF COSTS

Amount

Grading, Cu. Yds. ______ at ______ Cu. Yd. $ 2000.

Culvert Pipe, Lin. Ft. ______ at ______ Cu. Yd. $ ______

Culvert Pipe, Lin. Ft. ______ at ______ Cu. Yd. $ ______

Culvert Pipe, Lin. Ft. ______ at ______ Cu. Yd. $ ______

Fill - 350 cuyd at 2^{00} 750.

~~Surface~~ Materials Base:

Size 4" x 1¼" Kind C.R Cu. Yds. 1750 at 2^{50} Cu. Yd. $ 4375

Size ______ Kind ______ Cu. Yds. ______ at ______ Cu. Yd. $ ______

Surface Materials Top:

Size ______ Kind ______ Cu. Yds. ______ at ______ Cu. Yd. $ ______

Asphalt Oil Mat: Specification 0-11 No. of Sq. Yds. 38016

Kind 0=66 Tons ______ at ______ Ton $ 2148

Kind 0-30 Tons ______ at ______ Ton $ 800

Kind ______ Tons ______ at ______ Ton $ ______

Crushed Rock or Gravel in Oil Mat:

Size ______ Cu. Yds. ______ at ______ Cu. Yd. $ ______

Size ______ Cu. Yds. ______ at ______ Cu. Yd. $ ______

Size ______ Cu. Yds. ______ at ______ Cu. Yd. $ ______

Sprinkling:

M-Gals. ______ at ______ M-Gal. $ ______

Amount

Pavement Patching:

Asphaltic Concrete: Tons 16 at 10.00 Ton $ 160.00

Bridges:

$

Miscellaneous Items: Compaction Blading

etc 1685.

Engineering 1000.

$ 2685.

Cost of Project: 12918.

Plus Engineering and Contingencies: 1291.

Total: 14209.

APPORTIONMENT OF COSTS

% State Only Amount $ 14,209.

% State Amount $

% City Amount $

Total $ 14,209.00

City Will Pay for City's Share of Work as Follows: ______________________

____

____

____

____

Materials for Project Will be Obtained as Follows: ______________________

____

____

____

____

____

____

____

____

____

____

Statement as to Street Conditions and Residential or Industrial Development:

____

____

____

____

____

____

____

RECOMMENDATIONS

Division Engineer

Bridge Engineer

Construction or Maintenance Engineer

Engineer, County and City Relations

State Highway Engineer

8-8-1947

RESOLUTION

11-19-47

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Oakridge is an incorporated city of the State of Oregon, and has a population of 991 Am., as given by the latest official census, and

WHEREAS, the following streets of said city, High, Walnut, Hazel, Oak, Ash, Alder, Beech, Ranch, Second, Commercial, Willamette Way, Hills St, Gale, Margaret, and Lauren Drive

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: High, Walnut, Hazel, Oak, Ash, Alder, Beech, Ranch, Second, Commercial, Willamette Way, Hills St., Gale, Margaret and Lauren Drive, are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

11-19-47

the said $250,000 appropriation of state highway revenues.

4. That the City of Oakridge does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 19 day of November, 1947.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

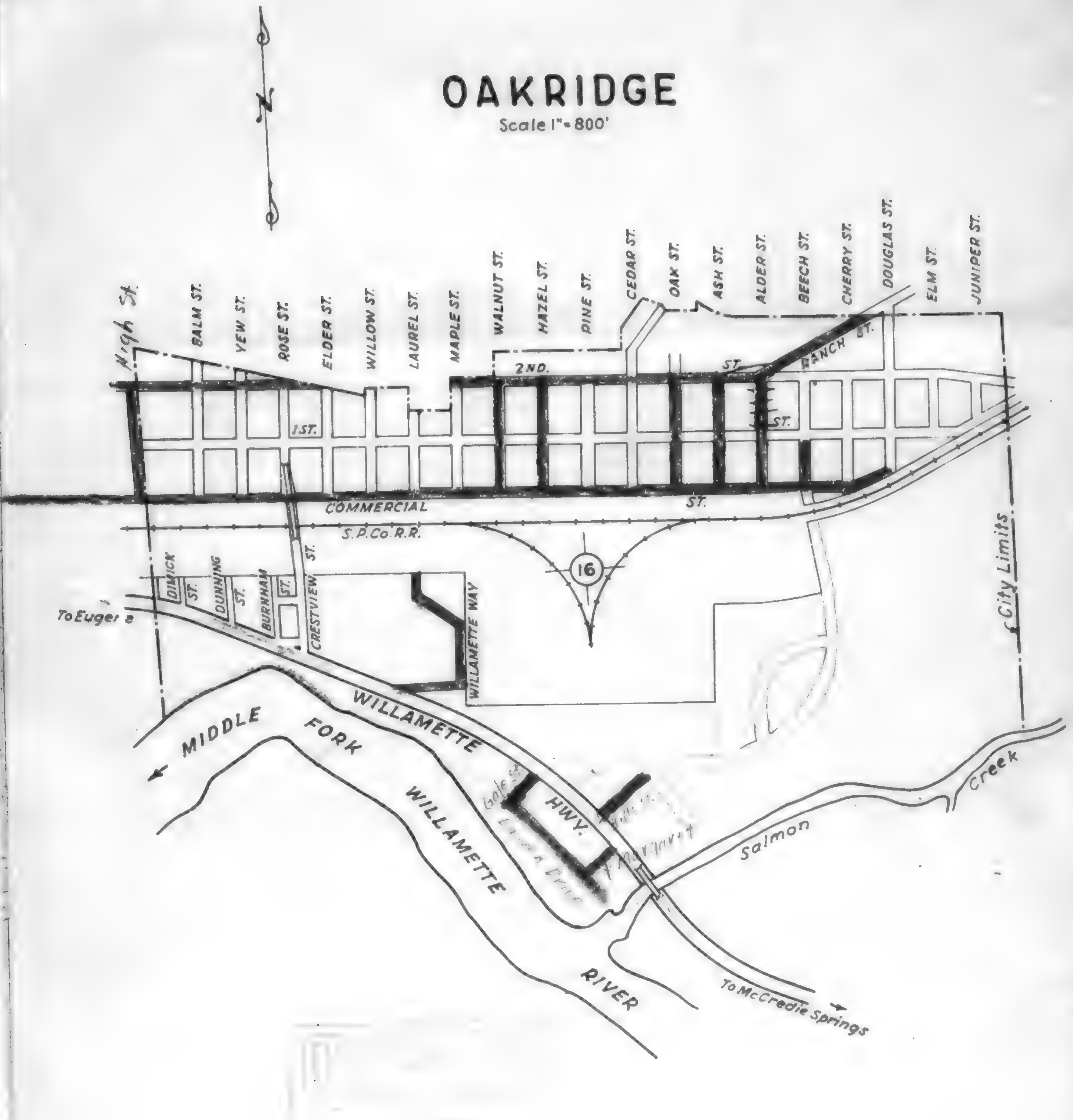
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Oakridge at a regular or special meeting of said council, held on the 19 day of November, 1947, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 23 day of January, 1948.

C.P. Mickelson
City Recorder

OAKRIDGE

Scale 1"=800'



Oakridge
$250,000 fund
(1948)

August 14, 1947

Mr. C. P. Michelson
City Recorder
Oakridge, Oregon

Dear Sir:

Reference is made to your letter of August 13 requesting resolution forms to be used by the City of Oakridge in submitting application for street work from the $250,000 fund to be set up as provided in Chapter 425, Oregon Laws 1947.

We are enclosing herewith three copies of a resolution form, to be adopted by the city council, whereby the city officially requests participation in the proposed fund. This resolution should indicate the streets on which the improvement, maintenance, or repair, is requested. The map should be colored, indicating the streets also.

It is our understanding that the amended act passed by the 1947 legislature setting up the fund of $250,000 does not become effective until January 1, 1948, and that no money will be available for assistance to the cities until after that date. However, the resolution should be forwarded so that an investigation can be made and a determination made as to whether or not the request is eligible for consideration.

One copy of the resolution should be retained by the city for the city's records, and the other two copies forwarded to the Oregon State Highway Commission at Salem, Oregon, attention of Oscar Cutler, Engineer, County and City Relations.

I wish to again emphasize that it is our understanding that any money from the $250,000 appropriation to be administered by the State Highway Commission will not be available until January 1, 1948.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Engineer, County and City Relations

ms
Encl.

CITY OF
OAKRIDGE, OREGON

OAKRIDGE, OREGON
August 13, 1947

H. B. Glaisyer, Sec.
State Highway Commission
Salem, Oregon

Dear Sir:

Kindly forward sufficient resolution forms to be used by our City Council in submitting applications for a portion of the $250,000.00 appropriation for streets as will be needed for the application and our files.

Very truly yours,

C P Mickelson
C. P. MICKELSON
CITY RECORDER

RECEIVED
AUG 14 1947
ENGINEER
COUNTY [illegible] RELATIONS

CPM:ew

RECEIVED
AUG 14 1947
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO Cutler
BY SECRETARY

23-3412 Jordan Valley Maintenance 1948
Building

3079

RECEIVED
JUN 15 1949
FOR FILING

23-24120

3-79

June 15, 1949

W. Talbot Sinclair, Manager
U. S. Fidelity & Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3079, covering the Jordan Valley Maintenance Building in Malheur County, has been completed by the contractor, Gilbert Roberts, and that final payment in the amount of $8,292.59 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $11,991.00, and that no force account work was performed on the project. This contract was completed on May 31, 1949 but has not as yet been accepted by the Commission.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United States Fidelity & Guaranty Co.
Baltimore 3
Maryland

NOTED ON CARD
6-15-49

Mr. Robert P. Dawson

RECEIVED
NOV 30 1948
FOR FILING

23-342

3079

files

November 30, 1948

Gilbert Roberts
Route 2, Box 116
Hood River, Oregon

Dear Sir:

We enclose herewith, a fully executed copy of contract No. 3079 which was awarded to you on November 4, 1948 by the State Highway Commission, covering Jordan Valley Maintenance Building in Malheur County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
NOV - 8 194
FOR FILING

23-3412

3079

November 5, 1948

Mr. Gilbert Roberts
Route 2, Box 116
Hood River, Oregon

Dear Mr. Roberts:

The State Highway Commission on November 4 awarded you the contract for construction of the Jordan Valley Maintenance Building in Malheur County. This award was based on your low bid of $11,741 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - Mr. S. H. Probert
Mr. G. S. Paxson

23-8306 Juntura-Hope Rock Production 1948
Project on the Central Oregon
Highway

5080

RECEIVED
OCT 31 1949
FOR FILING

R H Baldock
23-8306
3080

NOTED
State Highway Engineer

September 29th, 1949

FINAL COST ANALYSIS
Rock Production

Juntura-Hope Section
Prefix 23-8306

N. A. Toole Construction Co., Contractors
J. T. Burch, Resident Engineer

Central Oregon Highway
Contract #3080

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-½" Cr. Mat'l. in Stockpile	5,987.2	Cu. Yd.	$2.42	$2.70	$14,492.02	$16,165.44
½"-¼" Cr. Mat'l. in Stockpile	6,306.5	" "	2.42	2.70	15,264.73	17,027.55
¼"-0" Cr. Mat'l. in Stockpile	2,704.6	" "	2.42	2.70	6,556.97	7,302.42
SP Screen Rejects	996.3	" "	0.25	0.25	249.08	249.08
SP Haul Screen Rejects	1,162.2	Yd. Mi.	0.11	0.12	127.84	139.46
SP Haul Adj., Favor of Contractor	8,882	" "	0.11	0.12	977.02	1,065.84
PA #1, Prepare Stockpile Sites	All				246.40	1,000.00
					$37,914.06	$42,949.79

Gross Revenue	$42,949.79
Total Cost	37,914.06
Net Profit	$ 5,035.73

Net Profit Equals 11.7% of Gross Revenue

Juntura-Hope Section

Detail of Cost

Labor:		
Supervision	$1,550.00	
Labor	7,199.89	
Labor Insurance	782.49	$9,537.38
Equipment Rental & Miscellaneous:		
Equipment Rental	$7,680.00	
Rented Equipment, Including Trucks	12,476.44	
Gas, Oil & Grease	4,876.60	
Small Tools & Misc.	1,099.66	
Freight & Cartage	1,396.42	
Bond	235.00	
Interest	264.47	
Office & General Overhead	171.65	
Royalty	176.44	28,376.68
Total Cost		$37,914.06

Breakdown of Costs

	Quantity	Unit	Cost	Unit Cost
Move In & Set Up (2 Setups)	14,998.3	Cu. Yd.	$3,494.60	$0.233
Strip Quarry	"	" "	1,196.64	0.080
Haul to Crusher	"	" "	4,709.47	0.311
Crush	"	" "	12,336.15	0.823
Handle Rejects	"	" "	1,434.40	0.096
Cost in Bunker				$1.543
Haul to Stockpile	"	" "	11,492.65	0.766
Stockpile	"	" "	1,649.81	0.11
Screen Rejects	996.3	" "	249.08	0.25
Haul Screen Rejects	1,162.2	Yd. Mi.	127.84	0.11
Haul Adjustment	888.2	" "	977.02	0.11
Prepare Stockpile Sites	All		246.40	
			$37,914.06	

Remarks:

This was a State Project calling for the crushing and stockpiling of approximately 15,000 cubic yards of crushed rock or gravel. The contract was bid and awarded November 4th, 1948, work was started November 23rd, 1948, and completed April 12th, 1949.

Because of the extreme length of the project, 49.09 miles, two setups were required for the crushing of the 15,000 cubic yards. Average haul from the sources designated in the special provisions was 10.4 miles.

The contractor moved in a small portable crushing plant, erected a three-bin steel bunker and built a gravel bulkhead for the feeder. Due to complete portability of the plant, costs of moving in and setting up were very low in comparison with average costs for this item. The move in and set up costs for the first setup was about $2,000.00, and the second setup about $1,500.00. Due to the size of the material and because of the considerable saving in haul, from 10.4 to 8.0 miles average, the contractor elected to obtain materials for the second setup from a private gravel bar instead of the designated quarry, as gravel could be crushed considerably faster. The saving in crushing time and in hauling costs more than offset the costs of handling waste materials encountered in the gravel pit.

Material from the first pit at M.P. 220.8 was very fine, averaging about 65% waste over a 3/4-inch screen. Material from the contractor's pit at M.P. 204.0 averaged about 50% fine rejects and 20% material too large for the breaker.

Cold weather and breakdowns hampered progress, the plant operating 430 hours out of 940 hours elapsed working time. Average production per operating hour was 35 cubic yards. The large amount of down time did not seriously affect the contractor, as all employees were within 30 miles of their permanent homes, and no standby time was allowed.

This project was well managed, had exactly the right equipment for the type of work, small yardage setups, and labor costs were very low due to the contractor's actual participation in the work, with the result that a fair profit was shown.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
JUN 24 1949
FOR FILING

23-8306

3080

June 23, 1949

General Casualty Co.of America
Edna M. Stewart, Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No.3080, for rock production on the Juntura-Hope Section of the Central Oregon Highway in Malheur County, has been completed by the contractor, N.A.Toole Construction Co., and that final payment in the amount of $2,132.94 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $42,949.79, and that no force account work was performed on the project. This contract was completed May 20, 1949 but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn: Legal Dept.

NOTED ON CARD

RECEIVED

FOR FILING

23-8306

3080

June 8, 1949

General Casualty Co.of America
Edna M. Stewart, Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

This to advise you of the intention of the State Highway Commission to make semi-final payment to E. A. Toole Construction Co., on contract No. 3080, covering rock production on the Juntura-Hope Section of the Central Oregon Highway in Malheur County. This payment, in the amount of $5,494.60, will be made on or after June 18, 1949. The retained percentage is $1,262.38.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of suchwork and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Washington
Attn: Legal Dept.

NOTED ON CARD

Form E-1—5M—11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

No.28 Final Report

For Week Ending June 3, 1949

Section Juntura - Hope

Kind of work Rock Production

Highway Central Oregon

Section prefix 23-8306

Contractor N.A.Toole Construction Co.

Contract number 3080

Date of contract November 4, 1948

Date of completion October 31, 1949

Date work started November 23, 1948

Estimated date of completion ...., 19......

Amount of contract $40,500.00

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $42,079.34

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date $2408.77, 5.7 %

Date project was completed May 20, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi -final was completed and mailed to the Division office on Thursday June 2 of this week.

Signed L. C. Johnson

Address Box 402, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			49.09		
Miles partially completed					
Miles completed					
Total estimated quantities			15,000		
Estimated quantities moved or placed to date			14,998.3		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUN - 6 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 36750

RECEIVED
DEC 28 1948
FOR FILING

23-8306

3080

December 23, 1948

W. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3080, which was awarded to you November 4, 1948 by the State Highway Commission, covering rock production on the Juntura-Hope Section of the Central Oregon Highway, in Malheur County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

ORECON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

[illegible]

RECEIVED
NOV - 8 1948
FOR FILING

33-4306

3080

November 5, 1948

M. A. Toole Construction Co.
Post Office Box 637
Ontario, Oregon

Gentlemen:

The State Highway Commission on November 4 awarded you the contract for the Juntura-Hope Rock Production Project on the Central Oregon Highway in Malheur County. This award was based on your low bid of $40,500 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - Mr. S. H. Probert

24-3432 Storage Building at Salem 1948

3081 3081

RECEIVED
AUG 12 1949
FOR FILING

24-3432

3081

August 11, 1949

Mr. Erwin E. Batterman
147 North Commercial St.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting on August 1, 1949, had under discussion your request for an extension of time 31 days, from June 30 to August 1, 1949, within which to complete your contract No. 3081 for construction of office and storage building on East State Street in Salem.

The Highway Commission granted you an extension of time on the above contract to July 7, 1949, without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gj

cc: F. D. Eason,
Division Engineer

W. A. Reeves

NOTED ON CARD

8-22-49 gs

RECEIVED
FOR FILING
24-3432
3081

July 19, 1949

Hartford Accident & Indemnity Company
Hartford 15
Connecticut

Gentlemen:

Please be advised that State Highway Contract No. 3081, covering Office and Storage Building on East State Street in Salem, has been completed by the contractor, Erwin E. Batterman, and that final payment in the amount of $907.30 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $28,460.06, and that no force account work was performed on the project. This contract was completed on July 7, 1949 but has not as yet been accepted by the Commission.

This notice is sent to you for your information because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Merrill D. Ohling, Insurance
275 State St.
Salem, Oregon

NOTED ON CARD
7 [illegible]

RECEIVED
JUL 13 1949
FOR FILING
24-3432
3081

July 12, 1949

Request for extension of time
No. 3
August 1 and 2 meeting

Oregon State Highway Commission

Gentlemen:

Re: Office and Storage Building
at State Highway Shops
Ervin L. [illegible], Contractor
Contract No. 3041

Herewith application for a third extension of time on the contract for the temporary office building at the state highway shops in Salem. The specified completion date on this contract was March 31, 1949. At the Highway Commission meeting on April 11 the time was extended to and including May 31, 1949. All work on this building, with the exception of the installation of one fixture in the toilet, was completed prior to May 31, 1949 and the State took possession of the building. At the Commission meeting on June 28 the time was extended to and including June 30 in order to get delivery and installation of this fixture. The fixture was not received, however, until July 1, and installation was made on July 7, completing all work on the contract.

It is recommended that this third extension to and including July 7, 1949 be granted without penalty to the contractor. No additional expense has been incurred by the State.

This is a State Project and concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:BD hi
Attached
cc: W. C. Williams
G. S. Paxson
W. A. Reeves

OREGON STATE HIGHWAY COMMISSION COPY

CONTRACTORS REQUEST FOR EXTENSION OF TIME TO COMPLETE CONSTRUCTION CONTRACT

Oregon State Highway Commission,
Salem, Oregon.

Date July 5, 1949

Gentlemen:

We, the undersigned, respectfully request an extension of 31 days time, from July 1, 1949 19......, to August 1, 1949, within which to complete our Contract No. [illegible], described as follows:

The above request is based upon the following reasons:

Building is complete except for urinal in men's lavatory which is on order, and will be installed upon arrival.

Respectfully submitted,

ERWIN E. BATTERMAN
Contractor

By Erwin E. Batterman (signed)

CONSENT OF SURETY

Date July 5, 1949

We, Saint Paul Mercury Indemnity Company, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Kenneth H. Potts (signed)
Attorney-in-fact

KEN POTTS INSURANCE AGENCY
By: Kenneth H. Potts (signed)
Resident Agent

(SEAL)
(CS)

OREGON STATE HIGHWAY COMMISSION

ENGINEERS RECOMMENDATION REGARDING CONTRACTORS REQUEST FOR EXTENSION OF TIME TO COMPLETE CONTRACT

Investigation has been completed regarding the request (See reverse side) for an extension of time within which to complete the following project:

Contract No. 3081 Contractor ERWIN E. BATTERMAN

Highway Salem Shops

Section

Kind of Work Temporary Office and Storage Building

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommended for Approval:

H. Stephenson (signed)
Division Engineer

G. S. Paxson (signed)
~~Construction Engineer~~ or Bridge Engineer

State Highway Engineer

Contract No. 3081

Project designation:
State—Federal

Date awarded November 4, 1948

Work started December 7, 1948

Per cent completed As noted
Date

Specified completion date March 31, 1949

Second Time Extension June 30, 1949

Previously extended to May 30, 1949

Extension requested to August 1, 1949

RECEIVED
JUL 6 1949
FOR FILING

24-3432

3081

July 5, 1949

Mr. Erwin E. Batterman
147 North Commercial Street
Salem, Oregon

Dear Mr. Batterman:

The State Highway Commission, at its meeting on June 28, 1949, had under discussion your request for an extension of time of 30 days, from May 30 to June 30, 1949, within which to complete your contract No. 3081, for construction of an office-storage building on East State Street, Salem, in Marion County.

I am pleased to inform you that the Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc - Mr. W. A. Reeves
Mr. F. D. Mason

NOTED ON CARD

7-1-49
gl

RECEIVED
JUN 17 1949
FOR FILING

34-3432

3081

June 17, 1949

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

This is to advise you of the intention of the State Highway Commission to release to Erwin E. Batterman a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3081 covering office storage building at Salem. This payment, which is in the amount of $6,997.83, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $852.15. The present payment to the contractor will be made on or after June 27, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: Merrill D. Ohling, Insurance
275 State St.
Salem, Oregon

NOTED ON CARD

6-17-49

RECEIVED
JUN 17 '49
FOR FILING

24-3432

3-81

June 15, 1949

State Highway Commission

Request for extension of time
No. 3
June 27 and 28 meeting

Gentlemen:

Re: Office and Storage Building at State
Highway Shops, Contract No. [illegible]
Erwin E. [illegible], Contractor

Herewith application for a second extension of time on the contract for the office building at the State Highway Shops in Salem. The specified completion date on this contract was March 31, 1949. The Highway Commission, at its meeting on April 11, extended the time for the completion of this building to and including May 30, 1949.

All work on the project, with the exception of one plumbing fixture, was completed within the time allowed under the previous extension. This fixture has been ordered for several months and receipt is anticipated within the next week or so.

We have taken possession of the building, and it is now in use. Under these conditions, it is recommended that the extension of 30 days be granted without penalty to the contractor.

This is a State Project and concurrence of the Public Roads Administration is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
APR 21 1949
FOR FILING

24-3432

3081

April 20, 1949

Mr. Erwin E. Butterman
147 North Commercial St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting on April 11, 1949, had under discussion your request for an extension of time of 60 days, from March 31 to May 30, 1949, within which to complete your contract No. 3081 covering the temporary office building at the Salem Shops, in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

W. A. Reeves

NOTED ON CARD
4-21-49, g.e.

RECEIVED
APR 4 1949
FOR FILING

24-3432

3381

March 29, 1949

State Highway Commission

Request for extension of time
No. 4
April 11 and 12 meeting

Gentlemen:

Re: Time Extension on Temporary Office
Building at Salem Shops, Contract No.
3381, E. E. Batterman, Contractor

Herewith copy of a request for a time extension from March 31, 1949 to May 30, 1949 for the completion of the temporary office building at the Salem Shops.

During the severe and prolonged cold weather of January and February, we directed the contractor to discontinue work on the placing of the building blocks in the building wall. The weather was such that mortar could not be protected against freezing.

For this reason, it is recommended that the extension to and including May 30, 1949 be granted without penalty to the contractor. This is a State Project and does not require concurrence of the Public Roads Administration.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc R. H. Baldock
W. C. Williams
G. S. Paxson
H. B. Glaisyer
W. A. Reeves

RECEIVED
DEC 3 [illegible]
FOR FILING

24-2432

3081

December 3, 1948

Mr. Erwin E. Batterman
147 North Commercial St.
Salem, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3081, which was awarded to you on November 4, 1948 by the State Highway Commission, covering an office and storage building on East State Street in Salem, in Marion County. This copy is for your record and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
NOV 8 1948
FOR FILING

24-3432

November 5, 1948

Mr. Erwin E. Batterman
147 North Commercial Street
Salem, Oregon

Dear Mr. Batterman:

The State Highway Commission on November 4 awarded you the contract for construction of a storage building at Salem in Marion County. This award was based on your low bid of $27,575 using block construction and submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FI-248(14) Troutdale-Dodson Sec., 1948
Columbia River Hwy.
#3082
[redacted]

RECEIVED
JAN 10 1956
FOR FILING

5 248 (14)

5082

6246

January 9, 1956

Mr. Harold E. Milliken, Chief
Public Health Engineering Section
Oregon State Board of Health
Post Office Box 231
Portland 7, Oregon

Dear Mr. Milliken:

In reply to your letter of December 7 with reference to the spring at Reed's Landing, near Corbett, advise that this has been a subject of discussion with the Reeds for the past five years, although it covers work performed in 1939, 16 years ago.

In the first instance it is not a spring that is involved, but a pipe line that carries water from a spring to furnish drinking water at Reed's Landing. In agreement with Mr. Reed, the pipe line was rearranged in 1939 when construction work was performed at that point. The work was done to Mr. Reed's satisfaction, and it was not until April, 1950 that Mr. Reed raised a complaint, this being 11 years after the rearrangement.

After his complaint in 1950 a further investigation was made, and there was no evidence that the State was involved at that late date. If the pipe line, et cetera, had not been properly maintained during this interim by Mr. Reed, it was not the fault of the State. He retained an attorney at that time to press the matter, but after denial of responsibility by the State Highway Commission the matter was dropped.

The Highway Department as of this date still has no obligation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. G. Skelton
Mr. C. W. Enfield

WCW:me lg

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILL

Salem, Oregon
January 6, 1956

SUBJECT: Blasting Damage
Corbett
Columbia River Highway

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

Reference is made to your Assignment No. 6266, the subject of which was a complaint by Mr. Frank H. Reed of Reed's Landing, Corbett, Oregon, to Harold E. Millican, Chief of the Public Health Engineering Section.

Mr. Frank Reed's complaint was that the flow of water from a spring which is the source of his drinking water supply had been stopped by blasting at the time the new Columbia River Highway was constructed.

This is a perennial complaint on the part of Mr. Reed and was the subject of a report by yourself to Mr. Baldock, April 26, 1951. Under Recommendation No. 1 - "To rearrange the water system then installed on the premises. Investigation reveals that this work was done to Mr. Reed's satisfaction, and, as the work was done in the year 1939 and no complaint was registered until April 25, 1950, we do not feel that there is any obligation on the State re this item. It appears that the water system, as rearranged, worked satisfactorily for many years and we do not feel that it is the State's obligation to take care of some alleged trouble that occurred more than 10 years after the work was done."

Mr. A. G. Skelton has advised that this is:

1. The same complaint.
2. Drinking water supply referred to is to the fish house.
3. The drinking water supply has not functioned since 1950.
4. That Resident Engineer Peterson advises that the pipe that was reinstalled here by Mr. Peterson and the owner, Mr. Reed, was an old pipe at the time of reinstallation and has quite possibly rusted out.
5. Mr. Reed was referred to the Rogers Construction Company with regard to his complaint on blasting damage to the water source and it is indicated that Rogers indicated they would look favorably upon paying Mr. Reed for any damage which occurred, if he could substantiate such a claim.
6. The last blasting done in this area was in 1949.

I recommend that Mr. Millican be notified that this has been the subject of considerable argument and discussion with Mr. Reed and that we have fulfilled all of our obligations under the terms of the purchase agreement with Mr. Reed and that any reimbursement for blasting damage to his water source would have to come from the contractors doing the work in the area.

You might also point out to Mr. Millican that there is another water source nearby which could be tapped for domestic supply.

Copies of Mr. Skelton's most recent report and Carl Peterson's are attached hereto for your information along with a copy of a sketch map which I would **like** returned for Mr. Peterson's files.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

returned with Cooper's copy of reply. 1/9/56 eg

NOTED
FORREST COOPER

RECEIVED
[illegible] 1956
OFFICE OF
[illegible] ENGINEER

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 3rd, 1956

SUBJECT:

To:
Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon
Attn: L. H. Young

Under date of December 15, 1955 you wrote forwarding copy of a letter from Mr. Harold E. Millican of the Oregon State Board of Health, concerning a complaint from Frank H. Reed of Reed's Landing at Corbett, Oregon. It appears that the flow of water from a spring from which he obtained his drinking water had been stopped, according to Mr. Reed, by blasting during the time the new Columbia River Highway was under construction. You asked that this be investigated fully and a report submitted.

There is a voluminous file on the Frank Reed property, which lies on both sides of the Columbia River Highway at Tunnel Point a short ways east of Corbett Station. This starts with an agreement and an easement agreement between Minnie T. Reed and Frank H. Reed, which was dated the 30th of October, 1938, and covered right of way required for constructing the Columbia River Highway, and also certain stipulations which were to be done by the state, which include an easement to maintain the dock and store room on the north side of our highway at Tunnel Point, reconstruction of a private roadway leading to the south side of the highway, rearranging the water system, and other items covered in the agreement. There has been considerable previous correspondence about this water system, and which the following items might be of help in understanding the situation. These begin with a letter dated August 29, 1950 from R. L. Porter to Mr. W. C. Williams, a copy of which was referred to me under date of August 31, 1950 by E. A. Pease. These letters were occasioned by a report dated May 22, 1950 from Mr. S. N. Mayhew addressed to Forrest Cooper, attention Porter. My report of September 18, 1950 to Mr. H. G. Smith, which enclosed a report dated September 8, 1950 from Carl A. Peterson to myself, I think covers the situation quite well. I am enclosing a copy of a letter dated September 23, 1949 from Carl Peterson addressed to Lowell Johnston, which lists the various times that blasting operations were under way at both the Tunnel Point and Corbett Quarries. This may be of some help as far as the record goes.

A copy of your letter was handed to Darel Rohrbough and also to Carl Peterson. Rohrbough advises that on December 30th he called at the Frank Reed home. Frank Reed was not at home, but he did talk with his son, Clifford Reed. Clifford Reed advised that the complaint was about the drinking water supply to the fish house, which apparently is not functioning and has not functioned since the date of my September 18, 1950 letter. In the copy of Carl Peterson's letter of December 20th, you will note that Peterson refers to a pipe line near the west end of the present railroad tunnel, which apparently the drinking water referred to. This line was carried across under the roadway and established near the boat landing on the north side of the highway. Peterson advises that this was an old line and all that was done by Frank Reed and himself was to carry it across the roadway and establish it on the north side. It is entirely possible that the old water line has rusted out. Mr. Frank Reed is quite an elderly man, and we hear from him quite frequently about minor details in connection with the old 1938 agreement. We maintain the private road leading from the west portal of the railroad tunnel to near his home, and usually go over this road several times each year. We have also gone over with him and his sons, the various complaints he has had, and when there was any justification, have taken care of them. As to the blasting damage he mentions, we advised him at the time to file any claim that he might have either with our contractor or with us, if he wished, and we would see that it would be referred to the contractor. I think in the case of our last contract on this section where a major amount of rock was produced from Tunnel Point, he did contact our contractor, the Rogers Construction Company, and I presume that any just claims that he may have had were properly settled. I believe that the correspondence that I referred you to above covers the entire matter.

I am enclosing the original sketch map of this location, which we have shown in red the approximate location of the drinking water fountain pipe referred to, which begins from about the west portal of the railroad tunnel. This is Peterson's file copy, which he would like to get back if you do not need it. If there is anything further you wish, please advise.

A. G. SKELTON
Division Engineer

AGS:w
Encls.
cc: C. A. Peterson
D. D. Rohrbough

RECEIVED
JAN
OFFICE OF
[illegible] ENGINEER

C
O
P
Y

FORM 250—[illegible]— 10 54 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Banks, Oregon
December 20, 1955

SUBJECT: Reed's Water Syrtem: Regarding spring

To: Mr. A. G. Skelton
Division Engineer
Oregon State Highway Department
Box 4699 Sellwood Station
Portland 2, Oregon

During the construction of the first contract, awarded Dec. 30, 1938 to Colonial Construction on the Corbett Station----Rooster Rock Section of the Columbia River Highway. State crews re-arranged the water system and the electric generator with the help of Frank Reed and Francis Reed to their satisfaction.

I find no record of a spring which it is alleged dried up as a result of the highway construction. I do recall, however, a pipe line near the west end of the present R. R. Tunnel leading to and ending near the R.R. R/W on the north side that furnished drinking water. This water line we also re-arranged and it may be this spring near the tunnel, he has reference to, that has ceased.

Original sketch map and copy of agreemnt enclosed.

Carl A. Peterson (Original Signed)

ASSIGNMENT

Date: 12-12-55 No. 6266 By WCW

Description: Letter dated 12-7-55 from Harold E. Milliken, Chief, Public Health Engineering Section, Oregon State Board of Health, regarding report from Frank H. Reed (Reed's Landing), Corbett, Oregon, that spring from which he obtained his water had been stopped by blasting.

Acknowledged by____ Referred to COOPER ✓

X Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:
Do we have prior record of this complaint? Construction work was about 15 years ago at Tunnel Point.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 1-6-56 Report Received__________

5-26

MEMBERS OF THE BOARD
TOM H. DUNHAM, M.D., PRESIDENT
SALEM
C. E. HUNT, M.D., FIRST VICE-PRESIDENT
EUGENE
T. E. GRIFFITH, M.D., SECOND VICE-PRESIDENT
THE DALLES
D. C. BURKES, M.D., PORTLAND
L. D. INSKEEP, M.D., MEDFORD
N. E. IRVINE, M.D., LEBANON
E. L. RIGGS, B.S., PORTLAND
O. T. WHERRY, D.M.D., PORTLAND
HAROLD M. ERICKSON, M.D., PORTLAND
SECRETARY AND STATE HEALTH OFFICER

STATE OF OREGON
OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND 1

MAILING ADDRESS:
P. O. BOX 231
PORTLAND 7, OREGON

TELEPHONE:
DAYS—COLUMBIA 2161
AFTER HOURS—CAPITOL 1500

December 7, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Highway Building
Salem, Oregon

Dear Mr. Baldock:

Yesterday Frank H. Reed of Reed's Landing, Corbett, Oregon, (Phone Corbett 1701) called at our office to report that the flow of water from his spring from which he obtains his drinking water supply had been stopped by blasting during the time the new Columbia River highway was being constructed. He further reported that he was promised two years ago that the Highway Department would do something about restoring the flow of water.

While this office has no particular responsibility in this matter, I did agree to forward this information to you for your consideration.

Very truly yours,

Harold E. Milliken
HAROLD E. MILLIKEN, CHIEF
Public Health Engineering Section

HEM:em

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
DEC 9 1955
OFFICE OF
STATE HIGHWAY ENGINEER

C
O
P
Y

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bonneville, Oregon
Sept. 23, 1949

SUBJECT:

To: Mr. Lowell Johnston
Resident Engineer
Oregon State Highway Dept.
Portland, Oregon

Dear Sir:

Here is the order in which operations, such as blasting, took place at the Tunnel Point and Corbett Quarries.

Colonial Const. Co. at Tunnel Point
April, May, Sept., October, 1939

Morrison-Knutson at Corbett Quarry
Nov. 17-28, Dec. 22, 1939 Feb. 15, 1940 main shots were made

K. L. Goulter at Corbett Quarry
April & May, 1941

K. L. Goulter at Tunnel Point
July & Aug. 1941

General Const. Co. at Tunnel Point
Sept., Oct., Nov., Dec., 1941

Colonial Const. Co. at Corbett Quarry
Feb. 10, Mar. 16, April 13, 1942 Main shots were made

J. M. & M. J. Conley at Tunnel Point
May 24, Nov. 14, 1947 main shots were made

J. M. & M. J. Conley at Corbett Quarry
Dec. 15,29,31, 1947 main shots were made

Rogers Bros. Const. Co. at Bunnel Point
Spring and Summer, 1949 main shot made Feb. 23, 1949

Very truly yours,

Carl A. Peterson (Sgd.)

Resident Engineer

RECEIVED
FEB 14 1952
FOR FILING

71-248(14) ER-4 (1)

3082

3180

ASSIGNMENT

Date: February 8, 1952

No. 3180
By WCW

Description: Letter of February 4 by A. McAllister of UPRR Co. ~~[illegible]~~ attaching Railroad Bill No. 561117 covering removal of temporary undercrossing at Coopey Quarry near Bridal Veil on Troutdale-Dodson Section of Columbia River Highway

Acknowledged by ----- Referred to -- Gardner --------

Investigate and report with recommendation

xxxx ~~Investigation~~, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for ------------------

------------------ signature

Assignment executed 2-11-52 me Report received

Remarks: Bill being processed for payment – cag

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
JUL 16 1951
FOR FILING

71-248 (1.4)
ER-4 (1)
3082 (CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION

(date) July 11, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3082	11 & 12-A -final	Rogers Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11166	R-19048	$ 7,505.44	7/11/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Oct. 31, 1949

Time Extensions: Extended to June 17, 1950 without penalty

Completion Date: June 16, 1950

Date Accepted: July 26, 1950

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 7-12-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
7-12-51, gl

Warrant Mailed: JUL 12 1951

RECEIVED
JUN [illegible]
FOR FILING

71-248(14)
ER 4 (1)
3082

June 22, 1951

Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

State Highway Contract No. 3082 for work performed on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County was completed by the contractor, Rogers Construction Company, on June 16, 1950 and was formally accepted by the Commission on July 26, 1950.

Revised final payment in the amount of $7,505.44 will be released to the contractor on or after July 2, 1951. The total contract amount is $503,031.08 of which amount $700.52 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours,

NOTED ON CARD
6-22-51

Secretary
OREGON STATE HIGHWAY COMMISSION

mhr

cc Pallet, Fisher, and Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

RECEIVED
MAY 21 1951
FOR FILING

71.242(14)
ER-4 (1)
3082

May 21, 1951

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

On August 29, 1950 you were advised by us that final payment would be released on or after September 8 to Rogers Construction Company, for surfacing on the Troutdale-Dodson Section of the Columbia River Highway, contract No. 3082.

This has been revised to a semi-final payment, in the amount of $14,470.54, to be released to the contractor on or after May 31, 1951. The amount of retained percentage is $1000.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallet, Fisher & Carlo, Inc.
United States National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
5-21-51 g

RECEIVED
MAY 1 4 1951
FOR FILING

FI-348(14)
ER-4(1)
3082

May 14, 1951

Oregon State Highway Commission

Gentlemen:

In my letter under date of March 9 I furnished you a copy of a claim from Rogers Construction Company in the amount of $32,330.95 on its Contract No. 3082, Troutdale-Dodson Section of the Columbia River Highway, and I also furnished you a copy of my reply. My reply, as you will have noted, contained a general denial of claims set forth, but did indicate a willingness to hold a further discussion with the Company officials.

We have held two meetings since with Ray Rogers, President of the Company, and Mr. Charles McInroe, Superintendent on the Troutdale-Dodson job. They brought out several factors which were not covered in their original claim and furnished more information relative to some of the items in the original claim. As a result of these discussions we have arrived at a tentative settlement, which, of course, is subject to your approval, wherein the Company would be paid a total of $6,505.44 and for such payment the Company would waive all the other claims on this project and accept the final estimate. The amount of $6,505.44 is arrived at as follows:

1. The Company to be allowed its item No. 2, which it claims as the cost of wasting materials already prepared for crushing, in the amount of $1,092.

2. On its claim item No. 3 to allow payment for 10,000 cubic yards of rock which the Company claims was processed for crushing at a price of 32¢ per cubic yard, or a total of $3,200. A detailed investigation of the quarry site as of now does indicate that the Company could have acquired a considerable amount of materials that had been unavoidably blasted into the river. This, coupled with the fact that we do admit a certain amount of materials were wasted at the time of the plant cleanup as indicated in claim item No. 2.

3. On items not specifically claimed in the Company's original claim but brought out in detail later was a question of payment for 1,871 yards of crushed rock that was hauled from the crusher setup to Coopey Falls. We had denied payment for this haul on the basis that the materials should have been produced from the Coopey Falls quarry. However, this was not specified in the contract, and the contractor was entitled to produce all of the materials from the Tunnel Point quarry if sufficient rock was available. This extra haul was six miles, and at 12¢ per yard results in a per yard cost of 72¢, or a total of $1,313.44.

4. The contractor had made a claim for $3,912.60 for removal of his crushing plant, labor and equipment charges, et cetera. We denied this claim on the basis that it would have been necessary to remove the plant even though at a later date. The contractor claims that, in order to get the job completed by the stipulated time, it was necessary to work overtime on several week ends and that he was compelled to work overtime on the removal of his plant so that the highway could be opened on schedule. We admit that the contractor has a valid claim in this respect, in that under the terms of the contract he had until October 31 to finish his contract, and, while they had verbally advised the work would be finished by August 20, the contract did not so stipulate. I do not believe we can hold the contractor responsible for over optimism in estimating he would be through by August 20, and we recommend that $900 be allowed for the extra overtime worked in this one claim of $3,912.60.

Adding up the items as recommended results as follows:

Blasting materials already drilled, et cetera - - - -	$1,092.00
Payment for materials quarried but not crushed - - -	3,200.00
Payment for haul on rock to Cooper Falls - - - - - -	1,313.44
Allowance for overtime in completing project and plant removal - - - - - - - - - - - - - - - - - - -	900.00
Total	$6,505.44

Rogers Construction Company has performed many contracts for the State, and we have found the Company very fair in its dealings, and this, to our knowledge, is the first claim of any consequence we have ever had from them. It is believed that the contractor was put to additional expense by our demands that he meet with the August 20 deadline in order that the highway might be opened to traffic on that date, and I recommend to you that we make payment in the amount of $6,505.44 for complete settlement of all claims against this project.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. H. G. Smith

RECEIVED
[illegible] 31 1951
FOR FILING

71-248, 4,
ER-4 (1)
3082

GEORGE W. MEAD
ATTORNEY AT LAW
1107 PUBLIC SERVICE BUILDING
PORTLAND, OREGON
ATWATER 7686

May 11, 1951

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock,
State Highway Engineer

Gentlemen:

This will acknowledge receipt of your letter of May 10 with respect to my communication to you on January 26 relative to the claim made on behalf of Frank Reed.

I will be very glad to meet with you on May 24 with respect to the matters involved in our correspondence and would suggest that you advise me of the time and place on that day convenient to you.

NOTED
W. C. WILLIAMS

Very truly yours,

George W. Mead

gwm:mm

RECEIVED
MAY 11 1951
FOR FILING

FI - 245 (14)
ER 4(1)
3082

May 10, 1951

Mr. George W. Mead
Attorney at Law
1107 Public Service Building
Portland, Oregon

Dear Sir:

With further reference to your communication of January 26 and my reply of February 2, relative to the claim made on behalf of your client, Mr. Frank Reed of Route 1, Box 250, Corbett, advise that Mr. Williams and Mr. Cooper have made a careful investigation of the matter, and we would like to discuss the problem with you.

It so happens that we will be in Portland on May 24 and 25 for a meeting of the State Highway Commission and could meet with you on either of those days between one and two o'clock at the Imperial Hotel. Please advise if either of these dates will be satisfactory to you, and, if they are not, so advise and we will make arrangements to meet you some other time.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

cc W. C. Williams
F. Cooper

RECEIVED
[illegible] 1951
FOR FILING
FORM 2-50 25M 11-50 44701

71-248 (14)
ER-4 (1)
3082

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 4, 1951
Salem, Oregon

SUBJECT: File 1830 - Minnie T. Reed
Troutdale-Multnomah Falls Sec.
Columbia River Highway

To:
Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

I am attaching a copy of a letter from Mr. Devers in connection with the Minnie T. Reed matter on the Columbia River Highway in Multnomah County.

Mr. Devers' suggestion should be added to our report and also made a part of any compromise offer to the Reeds or their attorney.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:mmh
Attachment

CC: J. M. Devers

W. C. Williams

C O P Y

FORM [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1951

SUBJECT: File 1830 - Minnie T. Reed
Troutdale-Multnomah Falls Sec.
Columbia River Highway

To:
Mr. Forrest Cooper
Right of Way Engineer

Dear Mr. Cooper:

I have read your letter of May 2 relative to the above subject, and I have also read the copy of Mr. Williams' report concerning the same matter, and I think that you fellows have covered the subject very well.

I would suggest that the last paragraph of Mr. Williams' report be modified a bit, or that this language be added to the report: "This offer is made as a compromise offer only and in no wise shall be construed or taken as an admission of liability in any respect whatsoever."

Yours truly,

(signed) J. M. Devers

J. M. DEVERS
Chief Counsel

JMD:amc

C O P Y

RECEIVED
APR 2[illegible] 1951
FOR FILING

71-248 (1A)
ER-4-(1)
3082

Salem, Oregon
April 26, 1951

Mr. R. H. Baldock

Mr. Cooper and I made an investigation of the claim made by Attorney George Mead, on behalf of his clients, the Reed's, for additional compensation for three items pertaining to their water supply and electric generator at Reed's Landing on the Columbia River Highway. Following is a suggested draft of a letter to Mr. Mead relative to this matter.

"Mr. Forrest Cooper, Right of Way Engineer, and Mr. W. C. Williams, Assistant State Highway Engineer, made a complete investigation of the matter on the ground and submitted the following comments and recommendations as to the items claimed, in their listed order:

"1. To rearrange the water system then installed on the premises. Investigation reveals that this work was done to Mr. Reed's satisfaction, and, as the work was done in the year 1939 and no complaint was registered until April 25, 1950, we do not feel that there is any obligation on the State re this item. It appears that the water system, as rearranged, worked satisfactorily for many years and we do not feel that it is the State's obligation to take care of some alleged trouble that occurred more than 10 years after the work was done.

"2. To rearrange and reinstall the electric generator. Investigation reveals that this work was done to Mr. Reed's satisfaction; therefore, we do not feel that there is any obligation upon the State to pay for damage caused by freezing or by other causes not attributable to the move. Although as stated above, the turbine and generator were rearranged to the satisfaction of Mr. Reed, investigation discloses the fact that it was reinstalled at an elevation somewhat below the original installation. This placed the turbine and generator below the 1948 high water line of the Columbia River, and it is possible that damage could occur to the generator by reason of its being inundated. For this reason we recommend that a payment of $100 be tendered to Mr. Reed as a final settlement of all claims involving the generator and turbine.

"3. To rearrange or reconstruct the power line. The original cost of this work was estimated at $142, and, as nearly as can be determined at this time, the work was done to Mr. Reed's satisfaction.

In fact, we find that Mr. Reed worked for the State on this particular item and was entirely satisfied when the work was done. However, the principal complaint now seems to arise from the fact that new materials were not used. The original agreement with the Reed's did not call for the use of new materials, merely a rearrangement or reconstruction. As this and all of Mr. Reed's other claims appear to have nuisance value only, we would recommend that for this item and for a settlement of all claims that Mr. Reed may have against the State, payment of $100 be made for item 3. In short, we would recommend a total payment of $200 for complete waiver of any and all complaints against the State.

The above proposed settlement is based on the desire to arrive at an amicable settlement of this matter and does not in any way indicate that the State has not fulfilled obligations according to the terms of the agreement. If the terms are acceptable to Mr. Reed, the matter will be presented to the Highway Commission for its consideration."

W. C. Williams

WCW:ms

cc Mr. Forrest Cooper

COMMISSIONERS
BEN R. [illegible]NDLER, CHAIRMAN
PORT[illegible]D
CHAS. H. REYNOLDS, MEMBER
M. K. McIVER, MEMBER

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE EM 2125

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W.C. Williams:
Ass't. State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Bonneville, Oregon
April 20, 1951

Dear Sir:

As per our conversation this morning in regard to Reed's water line and generator at Tunnel Point.

During the construction in 1938 and early 1939, we rearranged the generator and water system to the site agreeable to the, Reeds (South side of the toe of embankment) at Station 788 ℄ at elevation 33.5 between the Mean High Water Line and the outlet of the railroad 36" culvert. Mr. Reed and Francis Reed were there to assist in this work.

Several years later, Francis Reed, told me that the valve and generator had froze and the wheel broken.

In 1948, the flood covered the generator.

On May 11, 1939, we rearranged a small pipe line which furnished drinking water near his fish house. This line, we threaded through a 12" culvert, using the same pipe. The flow was small but furnished drinking water. When it stopped running I do not know.

Very truly yours,
Carl A. Peterson
Carl A. Peterson
Resident Engineer

cc Mr. A.G. Skelton, Division Engineer

CAP/le

ROUGH DRAFT

A further investigation has been made of the Reed matter and herewith is our report. The three items contained in Mr. Reed's complaint will be treated in the order listed and our comments and recommendations follow:

"1- To re-arrange the water system then installed on the premises." Investigation reveals that this work was done to Mr. Reed's satisfaction and as the work was done in the year 1939 and no complaint was registered until April 25, 1950, we do not feel that there is any obligation on the State re this item. It appears that the water system, as re-arranged, worked satisfactorily for many years and we do not feel that it is the State's obligation to take care of some alleged trouble that occurred more than 10 years after the work was done.

Copy

"2- To re-arrange and re-install the electric generator." Investigation reveals that this work was done to Mr. Reed's satisfaction; therefore, we do not feel that there is any obligation upon the State to pay for damage caused by freezing or by other causes not attributable to the move. Although as stated above, the turbine and generator were re-arranged to the satisfaction of Mr. Reed, investigation discloses the fact that it was re-installed at an elevation somewhat ~~approximately 10 feet~~ below the original installation. This placed the turbine and generator below the 1948 high water line of the Columbia River and it is possible that damage could ~~would~~ occur to the generator by reason of its being inundated ~~indented~~. For this reason we recommend that a payment of $100 be tendered to Mr. Reed as a final settlement of all claims involving the generator and turbine.

copy

"3- To re-arrange or re-construct the power line." The original cost of this work was estimated at $142 and as near as can be determined at this time, the [illegible] ~~[illegible]~~ work was done to Mr. Reed's satisfaction. In fact, we find that Mr. Reed worked for the State on this particular item and was entirely satisfied when the work was done. However, the principle complaint now seems to arise from the fact that new materials were not used. The original agreement with the Reeds did not call for the use of new materials, merely a re-arrangement or reconstruction. As this and all of Mr. Reed's other claims appear to have nuisance value only, we would recommend that for this item and for a settlement of all claims that Mr. Reed may

copy

have against the State, payment of $100 be made for item 3. In short, we would recommend a total payment of $200 for complete waiver of any and all complaints against the State.

~~For your information, Reeds are now served by an R.E.A. line and have not used the generator or power line involved in the complaint for several years and we feel that this whole matter is in the nature of a nuisance and the amount recommended above would be the maximum that the State would be justified in paying to get rid of the Reed matter for all time.~~

Very truly yours,

RECEIVED
[illegible]
FOR FILING

FI-348(14)
EK-4(1)
3082

April 10, 1951

Mr. Charles McInroe
Rogers Construction Company
11760 N. E. Glisan Street
Portland 16, Oregon

Dear Mr. McInroe:

I am sorry that Mr. Rogers will be unable to attend a conference in this office on April 17, but we shall be pleased to go over the matter with you at 10:00 a.m., on that date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

March 31 1951.

Mr W C Williams,
Assistant State Highway Engineer,
Oregon State Highway Commission,
Salem Oregon.

NOTED
W. C. WILLIAMS

Dear Sir:

In reply to your letter of March 23 1951, regarding a conference in your office Tuesday April 17, at 10:00 AM, for further discussion of claim on the Troutdale-Dodson section of the Columbia River Highway.

This will be satisfactory, however it will be impossible for Mr. Rogers to be there, as he has a previous appointment in Alaska during that period.

If satisfactory with you, I will be glad to come to Salem and go over this matter with you at that time.

Yours very truly,
Chas McIvor

RECEIVED
1951
OREGON
COMMISSION

RECEIVED
MAR [illegible]
FOR FILING

71-248 (14)
ER-4 (1)
3082

March 23, 1951

Rogers Construction Company
11760 N. E. Glisan Street
Portland 16, Oregon

Attention: Mr. Charles McInroe

Gentlemen:

We will be pleased to discuss with you the matter of your claim on the Troutdale-Dodson Section of the Columbia River Highway. Due to absence from the Salem office of both Mr. Baldock and myself for extended intervals for the next three weeks, we cannot arrange a meeting with you until the week of April 16 to 20. We suggest that a meeting be held in this office at 10:00 a.m., Tuesday, April 17. Will you please advise if this is satisfactory.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me

ROGERS

17th Ap

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

March 22 1951.

Oregon State Highway Commission,
Salem, Oregon.

NOTED
W. C. WILLIAMS

Attention: Mr. R H Baldock.

Gentlemen:

We acknowledge receipt of your reply to our letter of February 28th, re Troutdale-Dodson section of the Columbia River Highway.

We cannot accept your denials of our claims, with which you have been presented, as we know positively that they are just claims.

With your permission, we would like to have an appointment with you to go into this matter further before we take any final action.

Yours very truly,
Rogers Construction Co.
By Chas McIvor

RECEIVED
MAR 23 1951
OREGON
Y COMMISS

RECEIVED
MAR 21 1951
FOR FILING

91-248(14)
ER 4(1)
#3082

March 9, 1951

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter received from the Rogers Construction Company, in which a claim is made for a total of $32,330.95 on the Company's Contract No. 3082, Troutdale-Dodson Section of the Columbia River Highway. I also attach a copy of my reply to the Rogers Construction Company. I believe you will find both letters self-explanatory.

As you well know, we were desirous of opening this section of the Columbia River Highway as soon as possible, and the opening date was not set until the assurance of date of completion of approximately August 15 or before was given by the contractor's superintendent.

In the event of further discussion with the Rogers Construction Company in this matter I will advise you.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

WCW:me er
Encl.

March 8, 1951

Rogers Construction Company
11760 N. E. Glisan Street
Portland 16, Oregon

Gentlemen:

I have given careful consideration to your letter of February 28, with relation to your claim for additional compensation on Contract 3082, Troutdale-Dodson Section of the Columbia River Highway.

First, let us review briefly your progress on this project, the discussions had relative to completion, and decisions reached as to the date of opening the highway.

As you know, we maintained close contact on the progress of this job in order that it might be open to the traveling public as soon as practical. Various contacts were made with your superintendent, Mr. Charles Melrose, but the main contact and decision reached was that of July 13, 1949, on which date the late Mr. T. H. Banfield, then Chairman of the State Highway Commission; Mr. W. C. Williams, First Assistant State Highway Engineer; Mr. A. G. Shelton, Division Engineer; and the undersigned inspected the job and discussed the opening date for the section between Troutdale and Bridal Veil. Mr. Melrose estimated that all work at Tunnel Point would be completed by August 15 or before, and, in line with this assurance and the fact that the inspection revealed that the work could easily be completed by such date, the opening date was set for August 20. As evidence of the assurance given to us on the ground at that time, Mr. A. G. Shelton's diary contains this insertion under date of July 13, 1949, "Dedication of Columbia River Highway to be August 20. Melrose promised completion by the 15th or earlier."

Later on, or about the 10th of August, it appeared that the final oiling would not be completed in time to permit the opening on August 20 unless the crushing plant was removed, and, in line therewith, after discussion with you, Mr. Young addressed a letter to you under date of August 12, a portion of which letter is quoted as follows: "... This communication is your authority to discontinue crushing operations at Tunnel Point in connection with your State Highway Contract No. 3082 at the close of night shift August 13, 1949." Further quotations, "... As per our verbal conversation of this date you agree, not later than May 1, 1950, to set up a crushing plant at Coopey quarry and produce sufficient material to fulfil the quantities of crushed rock in stock piles as set forth in your contract."

I will now take up and discuss your claim, item by item:

1. Removal of crushing plant, equipment, etc. from Tunnel Point - labor and equipment charges - $3,912.60:

This is not a valid claim, as the removal of your crushing plant would have entailed the same work, cleanup, et cetera, regardless of the time of removal. I cannot recommend to the Commission approval of this claim.

2. Wasting of material already drilled and quarried - 78 hours equipment rental at $14.00 per hour - $1,092:

There is small evidence of any wasted material at the tunnel point site other than such materials as were unavoidably blasted into the river during quarrying operations. The leveling up of the quarry area as called for by the contract was your obligation. I cannot approve this claim.

3. Actual yards needed to complete stock piles, 12,846 at 32¢ - $4,110.72:

We do fully understand this claim, but see no validity in it.

4. Drill and quarry rock at Coopey Falls quarry, 12,846 at 36¢ - $4,624.56:

The quarry at Coopey Falls was drilled and shot on May 27, 1949. You later used this rock to produce the necessary maintenance materials in stock pile, but, whether or not you had used the materials, you would have no claim against the State, as it is evident that you contemplated the need of these materials in order to have sufficient quantities to complete your contract. We are firm in our opinion that this is true and that you could not have secured sufficient materials at Tunnel Point to complete the contract.

5. Fair rental value of equipment for loss of time - 15 days moving out and moving in to other location - $15,860.20:

There is no validity to this claim. It was to your own interests that you decided to move your crushing plant to a Bureau of Public Roads' project and do that crushing before moving to the Coopey quarry. You made this decision as in so far as we were concerned you could have moved direct to the Coopey quarry. I cannot approve this claim.

6. Interest on retained percentage of monies withheld by State, 7½% of contract, 14,702.28 retainage for period October 10, 1949 to June 10, 1950, plus interest on 15,470.54 withheld after work was done, plus interest on the present 15,470.54 withheld until the above claims can be paid - $[illegible].47;

The law does not permit the payment of interest on contractors' retained percentages. We released all but three per cent of your retained percentage as soon as the materials were stock-piled at Coopey quarry, which was in June of 1950. We are ready to release all additional retained percentages immediately upon your acceptance of the final estimate. This claim has no foundation whatsoever.

Your claim was given every consideration. A conference was held with all engineers having contact with your job. These engineers included Mr. W. C. Williams, Mr. H. G. Smith, Mr. A. G. Skelton, Mr. F. T. Young, and Mr. Lowell Johnston. The facts as set forth above are the unqualified opinion of all the above-mentioned men. We do not wish to be arbitrary in this matter and are perfectly willing to have a further discussion with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Ben H. Chandler
Mr. Chas. M. Reynolds
Mr. M. K. McIver
Mr. W. C. Williams
Mr. H. G. Smith
Mr. A. G. Skelton

Please have Young and Johnston read and note.

R. H. B.

WCW:me er

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

February 28, 1951

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock

Re: Contract No. [illegible]
Troutdale-Dodson Section, Columbia River Highway

Gentlemen:

We find that we cannot approve the final estimate payment on the above contract for various reasons.

Under date of August 17, [illegible], the Oregon State Highway Commission without any contractual justification, suspended the work ahead of contract completion causing us considerable expense in moving out our equipment and moving back at a later date. Under the terms of the original contract dated [illegible] 7th, [illegible], completion date was to be October 31, [illegible]. Therefore, the action taken by the Commission was not permitted by the terms of the contract.

Our work at the time of suspension was [illegible] complete and we still had [illegible] time left in which to complete our contract as of October 31st. Considerable additional work was done for the Commission on this contract so that actually in total amount of work done, we had completed 101.[illegible] of [illegible] work at the time of suspension.

The [illegible] [illegible] of your contract on Page 15, [illegible], Hauling & [illegible] of Materials - Tunnel Point Quarry Requirements, "The Tunnel Point quarry shall be completely [illegible] and leveled and all available material shall be taken therefrom and used in respective parts of the contract work as directed by the Engineer." At the time of suspension, we had available rock at Tunnel Point to complete the balance of the contract work. We had quarried this rock to complete the contract however, your suspension order forced us to waste all of this material and dispose of it in the Columbia River.

During the construction of this job, the fact that the other contractor on the Dodson overcrossing did not complete the work on schedule forced us to haul material over the old Columbia River Highway at considerable expense to us so that your highway would be ready for traffic ahead of schedule.

This was done at no additional reimbursement to us.

Due to your specific specifications set forth in the contract, Tunnel Point material was to be entirely disposed of and in order to do so, we hauled some of this material to your maintenance stockpiles at Coopey Falls. You later penalized us for this in the matter of haul adjustment which again was not in line with your contract agreement.

The above actions by the Commission has caused us severe financial losses as follows:

①	Removal of crushing plant, equipment, etc. from Tunnel Point - Labor & Equipment charges	3,912.60	X
②	Wasting of material already drilled & quarried, 78 hours equipment rental @ 14.00 per hour	1,092.00	
③	Actual yards needed to complete stockpiles, 12,846 @ .32	4,110.72	
4	Drill & quarry rock at Coopey Falls quarry, 12,486 @ .36	4,494.96	7
5	Fair rental value of equipment for loss of time - 11 days moving out and moving in to other location	15,860.20	
6	Interest on retained percentage of monies withheld by State, [illegible] contract, $4,702.28 retainage for period Oct. 10, 1949 to June 10, 1950, plus interest on 15,400.54 withheld after work was done, plus interest on the present 15,470.34 withheld until the above claims can be paid	2,860.47	
		$ 32,330.95	

copy

The Highway Commission has a standard of specifications with which we are expected to conform when we sign a contract and we believe the Commission should do the same with the contractor. Thru the past years, we have completed 98.7% of our contracts with the Commission well ahead of schedule thereby effecting a saving in engineering and other State administrative expense. In numerous instances, if our work had not progressed ahead of schedule, your seasonal oiling operations could not have been accomplished. This is easily verified by a consultation with your Division Engineers. Therefore, we do not feel that we should be penalized for completion of work ahead of schedule.

Since 1937, we have completed for the Highway Commission 53 contracts in the approximate amount of $6,600,000.00. The difference between our low bids and completed work amounted to a saving to the State of over $600,000.00 which was due mainly to the fact that we were able to finish our work ahead of schedule without unnecessary interruptions such as the above unjustified suspension order.

In view of our past performance of work, we feel justified in our above charges.

Yours very truly,

ROGERS CONSTRUCTION COMPANY

W Rogers

W. R. Rogers

WRR:ec

RECEIVED
5 1951
FOR FILING

71-248(14)
EK-4(1)
5082

February 2, 1951

Mr. George W. Mead
Attorney at Law
1107 Public Service Building
Portland, Oregon

Dear Sir:

In response to your communication of January 26, advise that I have referred your letter to Mr. W. C. Williams, Assistant State Highway Engineer, who will be back in his office by the middle of next week. Mr. Devers has likewise referred the copy to Mr. Forrest Cooper, Right of Way Engineer, and these two gentlemen will assemble all the data with reference to Mr. Reed's various claims, after which we will be glad to make an appointment with you to discuss them in full.

As soon as I can determine from Mr. Williams and Mr. Cooper the probable time when their work will be completed, Mr. Devers and I will contact you to arrange a meeting time and place that will be mutually satisfactory.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Mr. Williams (with file)
Mr. Devers
Mr. Cooper

(Troutdale [illegible] Sect. #5082)

RECEIVED
~~MAY 8 1951~~
FOR FILING

FI-248 (14)
ER-4 (1)
3082

GEORGE W. MEAD
ATTORNEY AT LAW
1107 PUBLIC SERVICE BUILDING
PORTLAND, OREGON
ATWATER 7686

January 26, 1951

REFERRED TO
Mr Baldock
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Reference is hereby made to the matter of a communication heretofore written to you under date of April 25, 1950, by Mr. Frank Reed of Route 1, Box 250, Corbett, Oregon.

The State Highway Commission made and entered into an agreement with Mr. Reed and his wife dated October 20, 1938, under the terms of which they agreed to do certain things connected with his property near Corbett, Oregon, all upon the completion of the new relocated Columbia River Highway.

Among a number of things which were to be done by the State at its sole cost and expense were the three items mentioned in Mr. Reed's letter to you of April 25, namely:

1. To rearrange the water system then installed on the premises.

2. To rearrange and reinstate the electric generator.

3. To rearrange or reconstruct the power line.

Mr. Reed advises me that these matters have been repeatedly brought to your attention and that after his letter of April 25, 1950, representatives of the Highway Commission called at his property and that thereafter in October of 1950, you advised Mr. Reed that the Highway Commission contemplated taking no further action in connection with the contract.

Accordingly, please be advised that if the Highway Commission fails to immediately complete the work specified in its agreement with Mr. Reed that an action will be com-

RECEIVED
J[illegible] 1
STATE H[illegible]

menced against the Highway Commission for specific performance of this agreement and for damages.

Very truly yours,

Geo. W. Mead

gwm:mm

RECEIVED
MAY 8 1951
FOR FILING
FORM [illegible]

FI-248(14)
ER-4(1)
3082

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31st, 1951

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

With reference to the letter from George W. Mead, Attorney at Law, advising that he intends to start suit for specific performance and damages on an agreement entered into with Frank Reed, Route 1, Box 250, Corbett, Oregon, to:

1. Rearrange the water system then installed on the premises.
2. Rearrange and reinstate the electric generator.
3. Rearrange or reconstruct the power line.

Carl Peterson, resident engineer on the project, in a letter dated September 8th, 1950, advises:

The water system (Item 1) was rearranged to the satisfaction of Reed and his son Francis, who assisted in the work.

The electric generator (Item 2) was reinstated to their satisfaction.

The pole line (Item 3) was rearranged and reconstructed but not to the satisfaction of Mr. Reed who demanded entirely new wire and cross arms, which was not done, as we salvaged most of the existing wire and cross arms.

There seems to be no question but that the water line functioned at the time of its rearrangement, and that Mr. Reed stated to Mr. Mayhew that it ceased to function during the blasting at Tunnel Point, which would be a claim agaist the contractor and Reed was so advised.

Peterson says that Reed told him the generator valve froze and cracked, and Peterson believes that the generator and Pelton wheel were damaged when the Reeds released a large amount of water during the cleaning of the reservoir.

These services operated satisfactorily at the time of their reconstruction, and I feel that we are under no responsibility to take care of their upkeep and maintenance. We have on several occasions sent our crews in to take care of complaints, only to get a new demand in a short time.

If Mr. Mead does file a suit, we should request him to put it on a monetary basis and not a specific performance basis, as there has been continuous bickering with the Department's engineers and with the contractors ever since we started work on the Reed property, and nothing we could do toward the rehabilitating of these services would be satisfactory to the Reeds.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
JAN 19 1951
FOR FILING

F-248(14)
ER-4(1)
3082

2435
2357

January 17, 1951

Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Attention: Mr. L. W. Althof

Gentlemen:

This in answer to your inquiry of January 16 concerning your bills 504333 and 504337. We wish to advise you that these bills were passed to our auditor for payment on January 2, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CAG:lo
cc Bridge Department

ASSIGNMENT

No. 2435

By

17, 1951

Description: L. W. Althof's letter of January 16 regarding UPRR Bills 504333 and 504337 covering time and expenses of engineering inspection on Troutdale-Dodson Section of the Columbia River Highway

Acknowledged by _ _ _ _ _ Referred to _ _Gardner_ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxxReturn with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 1-18-51 Report received

PLEASE RETURN TO —
W. C. WILLIAMS
FOR FILING

Remarks: (See Assignment No. 2357)

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

881 PITTOCK BLOCK
PORTLAND 5, OREGON

January 16, 1951

91

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

On December 8, 1950, I sent ~~you~~ Railroad Bills Collectible Nos. 504333 and 504337 covering time and expenses of Engineering-Inspection on the Troutdale-Dodson Section of the Columbia River Highway.

Will you kindly advise whether these bills have been placed in line for payment.

Yours truly,

L. W. Althof

To auditor
for payt 1/2/51

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
JAN 17 1951
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

cember 13, 1950 **ASSIGNMENT**

scription: XX Union Pacific RR Co's letter of Dec. 8 attaching RR Bills Collectible #504333 and 504337 (in quadruplicate) covering time and expenses of engineering inspection on Columbia River Highway, Troutdale to Dodson

No. 2357

By

Acknowledged by ----- Referred to Gardner ✓ --------

Investigate and report with recommendation

xx Investigation, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for ----------------------------------

-- signature

Assignment executed ------ Report received --------------------

Remarks: Checking [illegible] to put in payment [illegible] for
CAG 12/14/50

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM 3010
[illegible]

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

651 PITTOCK BLOCK
PORTLAND 5, OREGON

December 8, 1950

91

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Columbia River Highway, Troutdale to Dodson

Attached are Railroad Bills Collectible Nos. 504333 and 504337, in quadruplicate, covering time and expenses of Engineering - Inspection on the above project from October 1948 to May 1949, and from June to October 1949.

Please review these bills and if satisfactory kindly place them in line for payment.

Yours very truly,

L. W. Althof

L. W. Althof

RE[illegible]ED
[illegible] 1950
[illegible]OMMISSION

RECEIVED
DEC 13 1950
OREGON STATE [illegible]

FT 245 (4)
FR-4[illegible]
3082

RECEIVED
FOR FILING

Our Dept Copy
Please Return

Salem, Oregon December 18, 1950

STATE OF OREGON,

To UNION PACIFIC RAILROAD COMPANY, Dr.

Omaha 2, Nebraska

Project Dodson-Troutdale
Columbia River Highway

Highway Comm. Agreement No. 252

Sub-Division No.

Ry. Company's Agreement No. Audit 46699

Estimate No. 1

Period Covered Oct. 1948 to May 1949

Prefix & Acct. No. 26-1079-284
26-1087-284

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 504337 (26-1087)	180.65 ✓	-0-	180.65 ✓
Bill 504333 (26-1079)	867.45 ✓	-0-	867.45 ✓
Totals	1,048.10 ✓	-0-	1,048.10 ✓
Retained 0 %	-0-	-0-	-0-
Total Payments	1,048.10 ✓		1,048.10 ✓

Pay This Estimate $1,048.10 ✓

Computed by ______ Checked by ______

Approved Field Engr. ______

Previous Voucher No. 13227
SAME AGREEMENT
SEPARATE CONTRACT

Approved:
C A Gardner
Bridge Office Engineer

@

FORM E-30 25M 8-50 40900

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 27, 1950

SUBJECT:

To: Mr. G. S. Paxson
Bridge Engineer
State Highway Department
Salem, Oregon

Attn: C. A. Gardner

Dear Sir:

Under date of December 14th you enclosed three copies each of the Union Pacific Railroad Company's bills No. 504333 and 504337, which covered the cost of their inspector on our work between Dodson and Troutdale, and requested that these bills be checked, and, if proper, approved.

I am returning these bills, which have been approved by Carl A. Peterson and by Mr. F. T. Young of this office, and I am also enclosing copy of Carl A. Peterson's letter of December 19th, returning these bills to this office. You will note that bill No. 504333 is charged to 26-1079, contract 2895, and bill No. 504337 is charged to 26-1087, contract 3082.

Yours very truly,

A G Skelton
A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. G. Smith
Carl A. Peterson

[illegible]
DEC [illegible] 1950
[illegible] HIGHWAY COMMISSION

Bills to
auditor with
[illegible] 1/8/51

FORM [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bonneville, Oregon
Dec. 19, 1950

SUBJECT:

To:
Mr. A. G. Skelton,
Division Engineer,
Oregon State Highway Dept.
Portland, Oregon

Dear Sir:

I am returning to you today, the Union Pacific Railroad Company's Bills, Nos. 504333 and 504337, as O.K.

Bill No. 504333 covers inspection during the quarry operations at Corbett, Tunnel Point and Coopey Falls and the backfilling of the Coebett Quarry underpass on the J.N. & M.J. Conley Contract No. 2895, Job Prefix No. 26-1079, $867.45.

Bill No. 504337 covers inspection during the operations at Tunnel Point and Coopey Falls Quarry during the Foger Brothers' Contract and operations over the entire job from Troutdale to Dodson.

The billing in my opinion is very reasonable, charging only the hours actually on these sections.

Very truly yours,

Carl A Peterson

Carl A. Peterson
Resident Engineer

CAP/le

FORM E-30X 15M 5-49 31506

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1950

SUBJECT:

To: ~~Mr. A. C. Skelton~~
~~Division Engineer~~
~~Box 4644, Sellwood Station~~
~~Portland 2, Oregon~~

Dear Sir:

We are enclosing 3 copies each of Union Pacific Railroad Company Bills No. 504333 and 504337 which cover costs of their inspector on our work between Dodson and Troutdale. Will you please direct these bills to the resident engineer on the work for his check and approval. The authority for the work appears to be contained in Section 8 of an agreement between the highway commission and the Union Pacific Railroad dated December 29, 1938. Your resident engineer should have a copy of this agreement. If he does not have one please advise us and we will obtain one for him. He perhaps cannot check the bill item for item, but we would like to have an explanation or opinion from him as to whether or not the billing is reasonable.

Very truly yours,

C. A. Gardner
Bridge Office Engineer

Encl.
CAGgn
cc C. A. Gardner ✓

10-49-100M

Form 130 A

State of Oregon,
Highway Department,
Salem, Oregon

BILL NO. 504337

MONTH'S ACCOUNT Nov 1950

JP DEPT. NO. 8875

To UNION PACIFIC RAILROAD COMPANY, Dr.

DATE MADE ______ 19__

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred due to our inspector engineer looking after our interests along right-of-way between Dodson and Troutdale, Oregon, June to October 1949. Agreement Audit No. 46699 dated December 29th, 1938.	✓
Detail attached	180 65

OK
12/18/50
Carl A Peterson
26-1087-234

APPROVED
Assistant Division Engineer

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UN[illegible] PACIFIC RAILROAD COMPANY

Expense of Union Pacific Engineer-Inspector F. I. Dennis inspecting and looking after Union Pacific RR Co. interests along right-of-way Dobson to Troutdale, Oregon, June to October 1949, inc.

June 1949

Labor Pay Roll 710

June 6th - 8 hrs.
" 10th - 1 "
" 15th - 4 "
" 17th - 1 "
" 20th - 5 "
" 24th - 1 "
" 27th - 3 "
" 30th - 4 "

27 hrs. @ 1.902933 hr.	51.37		
3% Vacations	1.54	52.91	
6% RRR & UI Tax		3.17	
10% Supvn. on 51.37		5.14	61.22

July 1949

Labor Pay Roll 710

July 1st - 4 hrs.
" 12th - 3 "
" 18th - 4 "
" 23rd - 1 "
" 25th - 3 "

15 hrs. @ 1.97905 hr.	29.69		
3% Vacations	.89	30.58	
6% RRR & UI Tax		1.83	
10% Supvn. on 29.69		2.97	35.38

August 1949

Labor Pay Roll 710

Aug. 6th - 2 hrs.
" 9th - 2 "
" 13th - 2 "
" 16th - 1 "
" 19th - 1 "
" 31st - 1 "

9 hrs. @ 1.832454	16.49		
3% Vacations	.49	16.98	
6% RRR & UI Tax		1.02	
10% Supvn. on 16.49		1.64	19.64

September 1949

Labor Pay Roll 710

Sept. 7th - 3 hrs.
" 27th - 3 "
" 30th - 5 "

11 hrs. @ 2.356 hr.	25.92		
3% Vacations	.78	26.70	
6% RRR & UI Tax		1.60	
10% Supvn. on 25.92		2.59	30.89

Ja

October 1949

Labor Pay Roll 710

Oct. 20th - 4 hrs. @ 2.356 hr.	9.42		
3% Vacations	.28	9.70	
6% RRR & UI Tax		.58	
10% Supvn. on 9.42		.94	11.22

Personal expenses of Mr. Dennis

	Meals	Bus.		Total		
June 1949 (2)						
June 6th	2.05	.40	2.45			
" 15th	.95	.75	1.70			
" 20th	1.05	.40	1.45			
" 24th	-	.30	.30			
" 27th	.70	.10	.80			
" 30th	-	.30	.30	7.00		
July 1949						
July 1st	.90	.20	1.10			
18th (2)	1.80	.40	2.20			
25th	.90	.40	1.30	4.60		
Aug. 1949						
Aug. 16th	1.05	1.50	2.55			
19th	.75	.40	1.15	3.70		
Sept. 1949						
Sept. 7th	.90	1.35	2.25			
27th	.95	1.50	2.45	4.70		
Oct. 1949						
Oct. 20th	1.15	1.15	2.30	2.30	22.30	
		Total expense				180.65

cjR.

10-49-100M

Form 130 A

State of Oregon,
Highway Department,
Salem, Oregon

BILL NO. 504333

MONTH'S ACCOUNT Nov 1950

JF DEPT. NO. 8871

DATE MADE NOV 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred due to our engineer inspector looking after our interests along right-of-way between Dodson and Troutdale, Oregon, where State Highway Department constructing highway October 1948 to May 1949. Agreement Audit No. 46699 dated December 29th, 1938.	
Detail Attached	867 45 ✓

OK 12/18/50
Carl A. Peterson

26-1079-289

APPROVED
Assistant Division Engineer

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expense of Union Pacific Engineer - Inspector F. I. Dennis inspecting and looking after Union Pacific Railroad Co. interests along right-of-way between Dobson and Troutdale, Oregon, October 1948 to May 1949, inc.

Labor Pay Roll 707

October 1948

Oct. 4th - 4 hrs.
" 5th - 4 "
" 6th - 2 "
" 7th - 4 "
" 9th - 1 "
" 12th - 6 "
" 13th - 8 "
" 15th - 5 "
" 16th - 3 "
" 19th - 6 "
" 21st - 5 "
" 22nd - 6 "
" 25th - 3 "
" 26th - 4 "
" 27th - 6 "
" 28th - 2 "
" 29th - 4 "
" 30th - 2 "

75 hrs. @ 1.902933 hr.	142.72		
Plus 3% Vacations	4.28	147.00	
" 6.25% RRR & UI Tax on 147.00		9.19	
" 10% Supervision on 142.72		14.27	170.46

November 1948

Nov. 1st - 6 hrs.
" 2nd - 4 "
" 3rd - 4 "
" 4th - 6 "
" 5th - 2 "
" 6th - 4 "
" 8th - 7 "
" 9th - 3 "
" 10th - 4 "
" 11th - 3 "
" 12th - 5 "
" 13th - 4 "
" 15th - 5 "
" 16th - 1 "
" 17th - 6 "
" 19th - 5 "
" 20th - 4 "
" 22nd - 5 "
" 23rd - 1 "
" 24th - 1 "
" 27th - 4 "
" 29th - 2 "

86 hrs. @ 1.97905 hr.	170.20		
Plus 3% Vacations	5.11	175.31	
" 6.25% RRR & UI Tax		10.96	
" 10% Supervision on 170.20		17.02	203.29

December 1948

Dec.	6th	-	2 hrs.
"	8th	-	2 "
"	9th	-	2 "
"	10th	-	2 "
"	11th	-	3 "
"	15th	-	3 "
"	20th	-	2 "
"	21st	-	2 "
"	23rd	-	1 "
"	24th	-	2 "
"	27th	-	2 "
"	31st	-	3 "

26 hrs. @ 1.902933 hr.	49.48		
3% Vacations	1.48	50.96	
6.25% RRR & UI Tax		3.19	
10% Supervision on 49.48		4.95	59.10

Personal Expenses

Date		Meals	Amount	Bus.	Total	
Oct.	4th	1	$ 1.15	$ 1.27	$ 2.42	
"	5th	2	2.05		2.05	
"	6th	1	.90		.90	
"	7th	1	1.05	.55	1.60	
"	12th	2	2.15	1.50	3.65	
"	13th	2	2.05	1.23	3.28	
"	15th	1	1.10	1.50	2.60	
"	19th	2	2.05	1.87	3.92	
"	21st	1	1.05	1.15	2.20	
"	22nd	2	2.05	1.50	3.55	
"	25th	1		.60	.60	
"	26th	1	.80		.80	
"	27th	1	.95	.95	1.90	
"	28th	1	1.05		1.05	
"	29th	1	1.00		1.00	31.52
Nov.	1st	1	1.05	1.38	2.43	
"	2nd	1	1.10	.60	1.70	
"	4th	2	1.95	1.50	3.45	
"	8th	1	1.00	1.50	2.50	
"	9th	1	1.00		1.00	
"	12th	1	.95	.80	1.75	
"	15th	1	1.05	.90	1.95	
"	17th	1	1.10	.50	1.60	
"	19th	1	1.10	1.95	3.05	
"	22nd	1	1.05	.20	1.25	
"	23rd	1	1.10		1.10	
"	24th	1		.60	.60	
"	27th	1	1.00	1.15	2.15	
"	29th	1		.60	.60	25.13
Dec.	6th	1	1.05		1.05	
"	8th			1.09	1.09	
"	11th	1	.90		.90	
"	15th	1	.90	.60	1.50	
"	21st	1	1.05		1.05	

[illegible]rsonal Expenses (cont'd)

Date	Meals	Amount	Bus.	Total	
Dec. 27th	1	.95	.60	1.55	
" 31st	1	1.00	.60	1.60	8.74

Labor Pay Roll 707

January 1949

Jan. 6th - 1 hrs.
" 8th - 1 "
" 11th - 1 "
" 13th - 3 "
" 15th - 1 "
" 17th - 1 "
" 22nd - 4 "
" 24th - 4 "
" 27th - 4 "
" 28th - 2 "

22 hrs. @ 1.97905 hr.	43.54		
3% Vacations	1.31	44.85	
6% RRR & UI Tax		2.69	
10% Supvr. on 43.54		4.35	51.89

February 1949

Feb. 1st - 4 hrs.
" 2nd - 1 "
" 3rd - 2 "
" 5th - 2 "
" 7th - 2 "
" 10th - 2 "
" 12th - 3 "
" 15th - 3 "
" 16th - 2 "
" 18th - 3 "
" 19th - 5 "
" 21st - 3 "
" 23rd - 5 "
" 24th - 2 "
" 26th - 2 "
" 28th - 3 "

44 hrs. @ 2.151141 hr.	94.65		
3% Vacations	2.84	97.49	
6% RRR & UI Tax		5.85	
10% Supervision on 94.65		9.47	112.81

March 1949

Mar. 1st - 2 hrs.
" 8th - 2 "
" 9th - 2 "
" 10th - 2 "
" 14th - 2 "
" 17th - 2 "
" 19th - 2 "
" 21st - 1 "
" 23rd - 2 "
" 24th - 2 "
" 25th - 2 "

March 1949 (Cont'd)
Mar. 26th - 1 hrs.
" 31st - 3 "

25 hrs. @ 1.832454 hr.	45.81		
3% Vacations	1.37	47.18	
6% RRR & UI Tax		2.83	
10% Supervision on 45.81		4.58	54.59

Personal Expenses

Date	Meals	Amount	Bus.	Total	
Jan. 13th	1	$ .95	$ .40	$ 1.35	
" 24th			.65	.65	
" 27th			1.70	1.70	
" 28th	1	.90	.91	1.81	
					5.51
Feb. 1st	1	.90		.90	
" 2nd			.58	.58	
" 3rd			.65	.65	
" 7th	1	.95		.95	
" 10th	1	.85		.85	
" 18th			.98	.98	
" 19th			1.27	1.27	
" 23rd	1	.85	.71	1.56	
" 24th			.75	.75	
					8.49
Mar. 1st	1	.95	.10	1.05	
" 9th			.10	.10	
" 14th			.65	.65	
" 17th	2	1.40	.20	1.60	
" 23rd	1	1.10	.40	1.50	
" 24th			1.50	1.50	
					6.40

Labor Pay Roll 707
April 1949
Apr. 1st - 1 hrs.
" 2nd - 2 "
" 5th - 3 "
" 6th - 2 "
" 8th - 1 "
" 14th - 5 "
" 16th - 3 "
" 18th - 1 "
" 19th - 1 "
" 22nd - 1 "

20 hrs. @ 1.902933 hr.	38.06		
3% Vacations	1.14	39.20	
6% RRR & UI Tax		2.35	
10% Supervision on 38.06		3.81	45.36

Labor Pay Roll 707
May 1949
May 2nd - 1 hr.
" 7th - 2 "
" 14th - 4 "
" 18th - 2 "
" 19th - 2 "

May 1949 (cont'd)

May 20th - 2 hr.
" 21st - 2 "
" 23rd - 2 "
" 24th - 3 "
" 26th - 4 "
" 27th - 3 "
" 31st - 3 "

30 hrs. @ 1.902933 hr.	57.09		
3% Vacations	1.71	58.80	
6% RRR & UI Tax		3.53	
10% Supervision on 57.09		5.71	68.04

Personal Expenses

Date	Meals	Amount	Bus.	Total		
April 1949						
Apr. 2nd	1	$ .90	$ .20	$ 1.10		
" 6th	1	1.10		1.10		
" 14th	2	1.70	.20	1.90		
" 16th	1	.80	.30	1.10		
" 18th			.46	.46		
" 19th			.30	.30		
					5.96	
May 1949						
May 18th	1	.95	.86	1.81		
" 19th	1	.90		.90		
" 20th			.40	.40		
" 21st	1	.90	.40	1.30		
" 23rd	1	.90		.90		
" 26th	1	.95	1.50	2.45		
" 27th	1	.95	.40	1.35		
" 31st	1	1.05		1.05		
					10.16	
		Total Expense				✓ 867.45

SUBJECT: Unsett[illegible] Bills - State of Oregon

UNION PACIFIC RAILROAD COMPANY

FORM 300
2-50-50M

ACCOUNTING DEPARTMENT

R. M. SUTTON, GENERAL AUDITOR
E. M. KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. A. WHITE, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

T. J. CUMMINS, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA.

May 4, 1950

G 13-0

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Comm.,
Salem, Oregon

Dear Sir:

This refers to my letter of March 16, 1950 concerning bills collectible rendered against the State of Oregon for expense of engineer inspector, inspecting and looking after U.P.R.R.Company interests along right of way between Dodson and Troutdale, Oregon between October 1948 and May 1949, aggregating $1,389.68. (401316, 401316, 407970)

Due to the considerable length of time elapsed since these bills were forwarded to you during May and July 1949, your advice as to the present status of handling by the Oregon State Highway Commission, for payment, will be greatly appreciated.

Yours truly,

L. A. WHITE

RECEIVED
MAY 9 - 1950
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
OREGON
[illegible]

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

March 23, 1950

91

NOTED
W. A. REEVES

Mr. G. S. Paxson
State Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. A. Reeves
Office Engineer

Dear Sir:

Referring to phone conversation with this office concerning Union Pacific Bills 401316, 401318 and 407970:

I find that these bills were sent this office by you for correction. I in turn sent them to our Auditor, Mr. E. R. Miller, in Omaha, requesting that he make the indicated revisions. It is suggested that you refer Mr. White to our letter of October 13, 1949, to Mr. E. R. Miller. Attached for your convenience are photostatic copies of the bills which were returned to Mr. Miller.

Yours truly,

L. W. Althof

RECEIVED
MAR 24 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 24 1950
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SUBJECT: Unsett Bills - State of Oregon

UNION PACIFIC RAILROAD COMPANY

FORM 260
1-50-24M

ACCOUNTING DEPARTMENT

R. M. SUTTON, GENERAL AUDITOR
E. M. KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. A. WHITE, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

T. J. CUMMINS, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA.

March 16, 1950

G 13-0

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

This refers to our bills collectible listed below for expense of Engineer Inspector inspecting and looking after Union Pacific Railroad Company interests along right-of-way between Dodson and Troutdale, Oregon where highway department is constructing a new highway.

Bill No.	Period	Amount
401316	Oct. to Dec. 1948	$536.90
401318	Jan. to Mar. 1949	663.59
407970	Apr. & May 1949	189.19
		1389.68

These bills were forwarded to your department for payment during May and July 1949, and are still outstanding in our account.

It will be appreciated if you will advise the present status of your handling of these bills for payment, and whether we may soon anticipate your remittance to cover, or your reason for withholding payment.

Altoff
~~[illegible]~~ sent these back to
E.R. Miller with suggestion that
they be revised and re submitted
in triplicate. Oct. 13, 1949.

Yours truly,

L. A. WHITE

SUBJECT: Unsett[illegible] Bills - State of Oregon

UNION PACIFIC RAILROAD COMPANY

ACCOUNTING DEPARTMENT

FORM 260
8-49-50M

A. E. CALLIN, GENERAL AUDITOR
R. M. SUTTON, SENIOR ASSISTANT GENERAL AUDITOR
E. M. KERRIGAN, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. A. WHITE, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

T. J. CUMMINS, AUDITOR OF FREIGHT ACCOUNTS
H. J. BEARSS, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA.

August 22, 1949

G 13-0

Mr. R. A. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon

Attention: Mr. James ~~T.~~ P. Bartlett, Accounting Divn.

Dear Sir:

This refers to your letter July 22, 1949 concerning our bills collectible Audit Nos. 401316, amount $536.90 and 401318, amount $663.59, for expense of engineer-inspector inspecting and looking after Union Pacific Railroad Company intrests along right of way between Dodson and Troutdale, Oregon from October to December 1948 and from January to March 1949 respectively.

Will you please advise present status of your handling of these bills for investigation and payment, and when we may expect your remittance to cover.

Yours truly,

L. A. WHITE

Noted & sent to Mr. [illegible] for answer. 8/26/49
[illegible]

N TED
W. A. REEVES

RECEIVED

FORM 130 A

State of Oregon
Highway Department
Salem, Oregon

BILL NO. 401316

MONTH'S ACCOUNT April 1949

JF DEPT. NO. 2636

DATE MADE MAY 6 194

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense of engineer-inspector inspecting and looking after Union Pacific RR Co. interests along right of way between Dodson and Troutdale, Oregon, where Highway Department is constructing a new highway. October to December 1948, inclusive. Agreement Audit 46699 dated December 29, 1938 and supplements thereto.	
Detail attached	536 90

Cancel this and See Revised Bill No 504333

Work started on Dodson 1-17-49

Walter Bringoff

[illegible]

BR 7771 Ext 205

RECEIVED
MAY 10 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expense of Union Pacific Engineer-Inspector F. I. Dennis inspecting and looking after Union Pacific RR Co. interests along right of way between Dodson and Troutdale, Oregon, where Oregon State Highway Department is constructing a new highway.

Labor Pay Roll 707

See Revised Bill # 504333

October 1948				
41 hours @ $1.596008 hr.	$ 65.44			
November 1948				
127 hours @ $1.649208 hr.	209.45			
December 1948				
60 hours @ $1.596008 hr.	95.76	$370.65		
Plus 3% for vacations		11.12	$381.77	
Plus 6.25% Railroad Retirement and Unemployment Insurance Tax			23.86	
Plus 10% Supervision on $370.65			37.07	$442.70
Personal expenses of inspector Dennis while engaged in this work				
October 1948				
Expense Bill No. 759918			$ 31.52	
November 1948				
Expense Bill No. 778113			33.66	
December 1948				
Expense Bill No. 779056			29.02	94.20
Total				$536.90

Calculations made or verified by
Operator
[illegible] DEPT.

FORM 130 A 6-48—100M

State of Oregon
Highway Department
Salem, Oregon

BILL NO. 401318

MONTH'S ACCOUNT April 1949

JF DEPT. NO. 2700

DATE MADE [illegible] 194[illegible]

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense of engineer-inspector inspecting and looking after Union Pacific RR Co. interests along right of way between Dodson and Troutdale, Oregon, where Highway Department is constructing a new highway. January to March 1949, inclusive. Agreement Audit 46699 dated December 29, 1938 and supplements thereto.		
Detail attached	665	59

Cancel this
and see revised
bill #501333

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expense of Union Pacific Engineer-Inspector F. I. Dennis inspecting and looking after Union Pacific RR Co. interests along right of way between Dodson and Troutdale, Oregon, where Oregon State Highway Department is constructing a new highway.

Labor Pay Roll 707				
January 1949				
75 hours @ $1.596008 hr.	$119.70			
February 1949				
110 hours @ $1.767009 hr.	194.37			
March 1949				
91 hours @ $1.596008 hr.	145.24	$459.31		
Plus 3% for vacations		13.78	$473.09	
Plus 6% Railroad Retirement and Unemployment Insurance Tax			28.39	
Plus 10% for Supervision on $459.31			45.93	$547.41
Personal expenses of inspector Dennis while engaged in this work				
January 1949				
Expense Bill No. 792063			$ 38.70	
February 1949				
Expense Bill No. 799898			42.09	
March 1949				
Expense Bill No. 813813			35.39	116.18
Total				$663.59

FORM 130 A

6-48—100M

State of Oregon
Highway Department
Salem, Oregon

BILL NO. 407970

MONTH'S ACCOUNT June 1949

JF DEPT. NO. 4182

DATE MADE JUL 1 1949 194

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense of engineer inspector inspecting and looking after Union Pacific R.R. Co. interests along right of way between Dodson and Troutdale, Oregon, where Highway Department is constructing a new highway. April and May 1949, inclusive. Agreement Audit No. 46699 dated December 29, 1938 and supplements thereto.

Labor Pay Roll 707			
April 1949			
39 hours @ $1.6492 per hour	$64.32		
May 1949			
46 hours @ $1.596 per hour	73.42	137 74	
Plus 3% for vacations on $137.74		4 13	
Plus 6% Railroad Retirement and Unemployment Insurance Tax on $141.87		8 51	
Plus 10% for Supervision on $137.74		13 77	
Personal Expense of Engineer Inspector Dennis while engaged in this work.			
April 1949			
Expense Bill No. 819892	$10.85		
May 1949			
Expense Bill No. 834001	14.19	25 04	189 19

Cancel this and see revised bill No 504333

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary
2A	Typical Sections
3-15	Plan and Profile

DRG. NO.
2050 Standard Structures
9111
9112 } Pedestrian Underpass

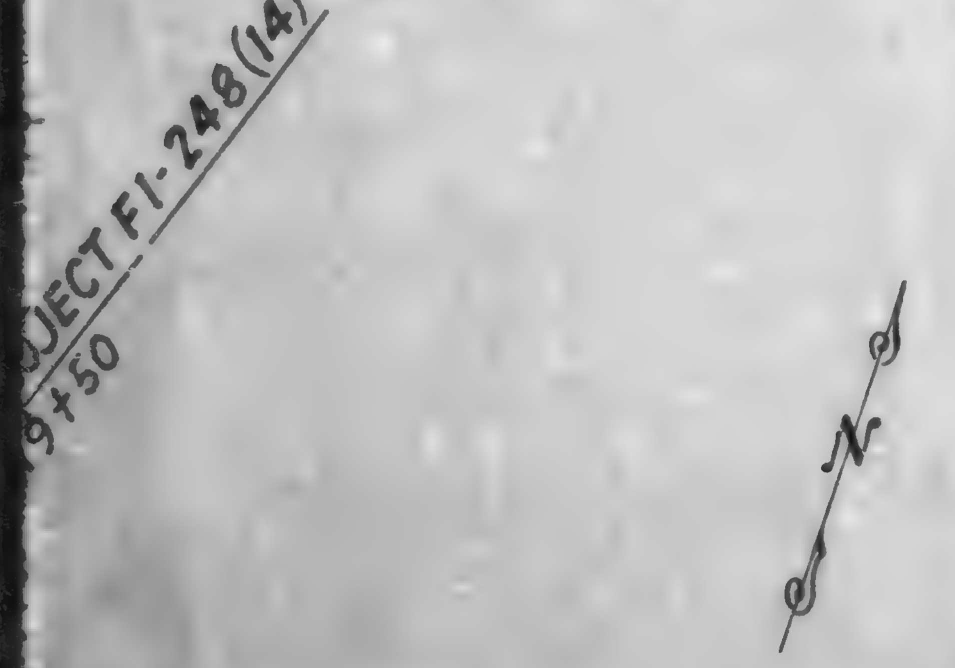
ST

STATE OF OREGON
STATE HIGHWAY DEPART

PLANS FOR PROPOSED PROJE

TROUTDALE - DODSON SEC
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

October, 1948



OF OREGON

AY DEPARTMENT

OPOSED PROJECT

DODSON SECTION

RIVER HIGHWAY

MAH COUNTY

ober, 1948

OF PROJECT F1-248(14)

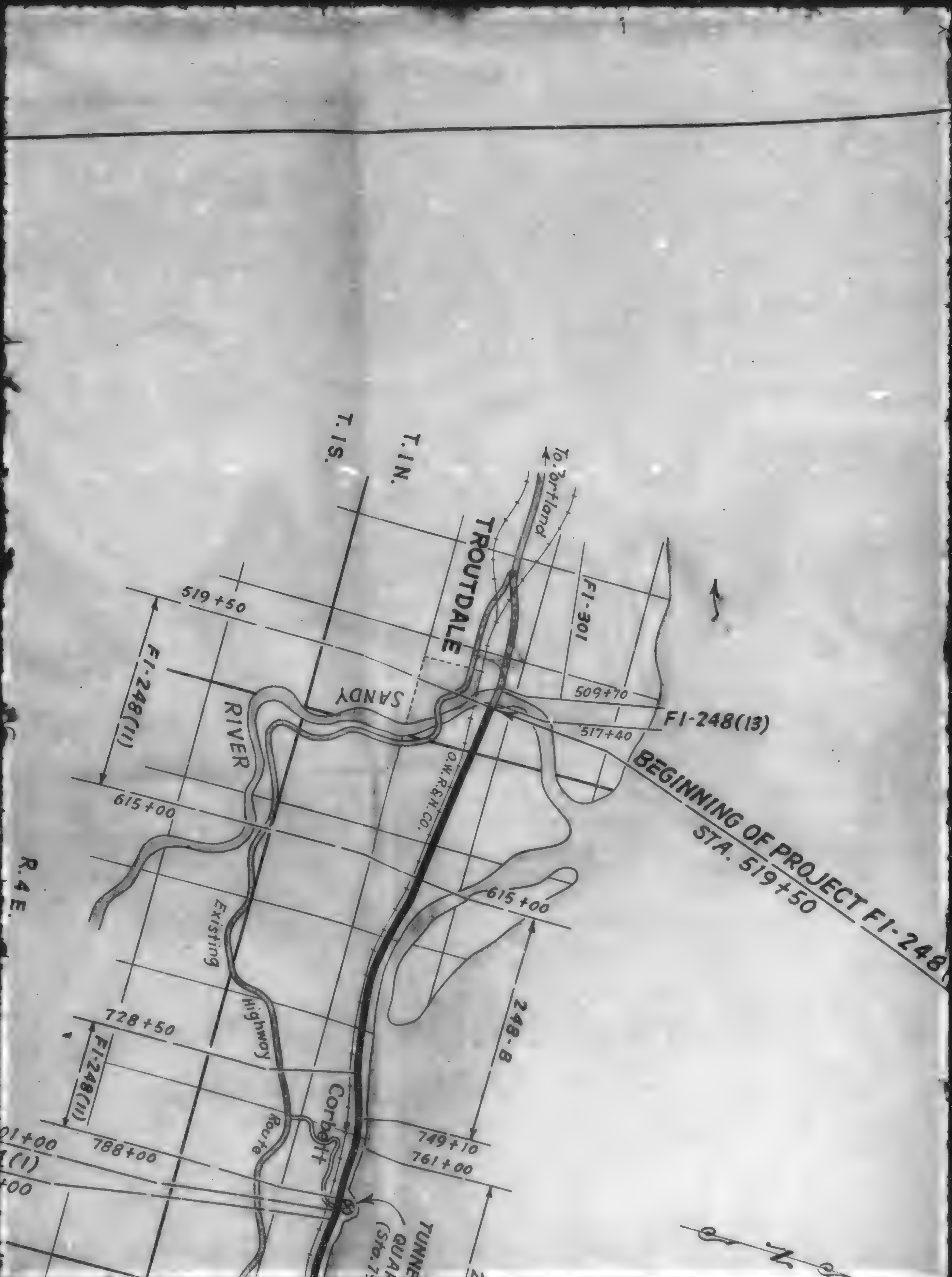
STA. 1452+00

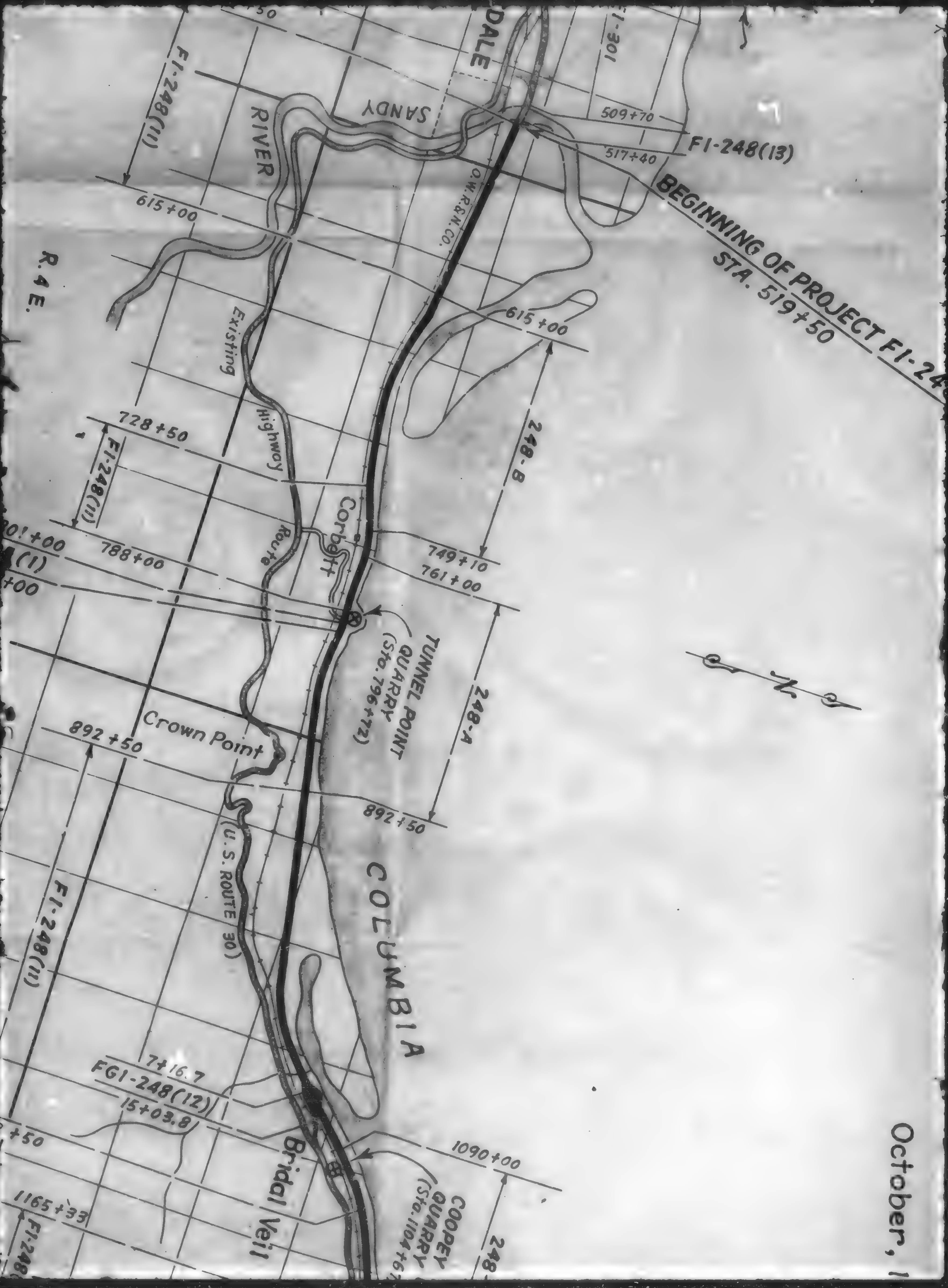
TROUTDALE-DODSON SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F1-248(14)		See Index

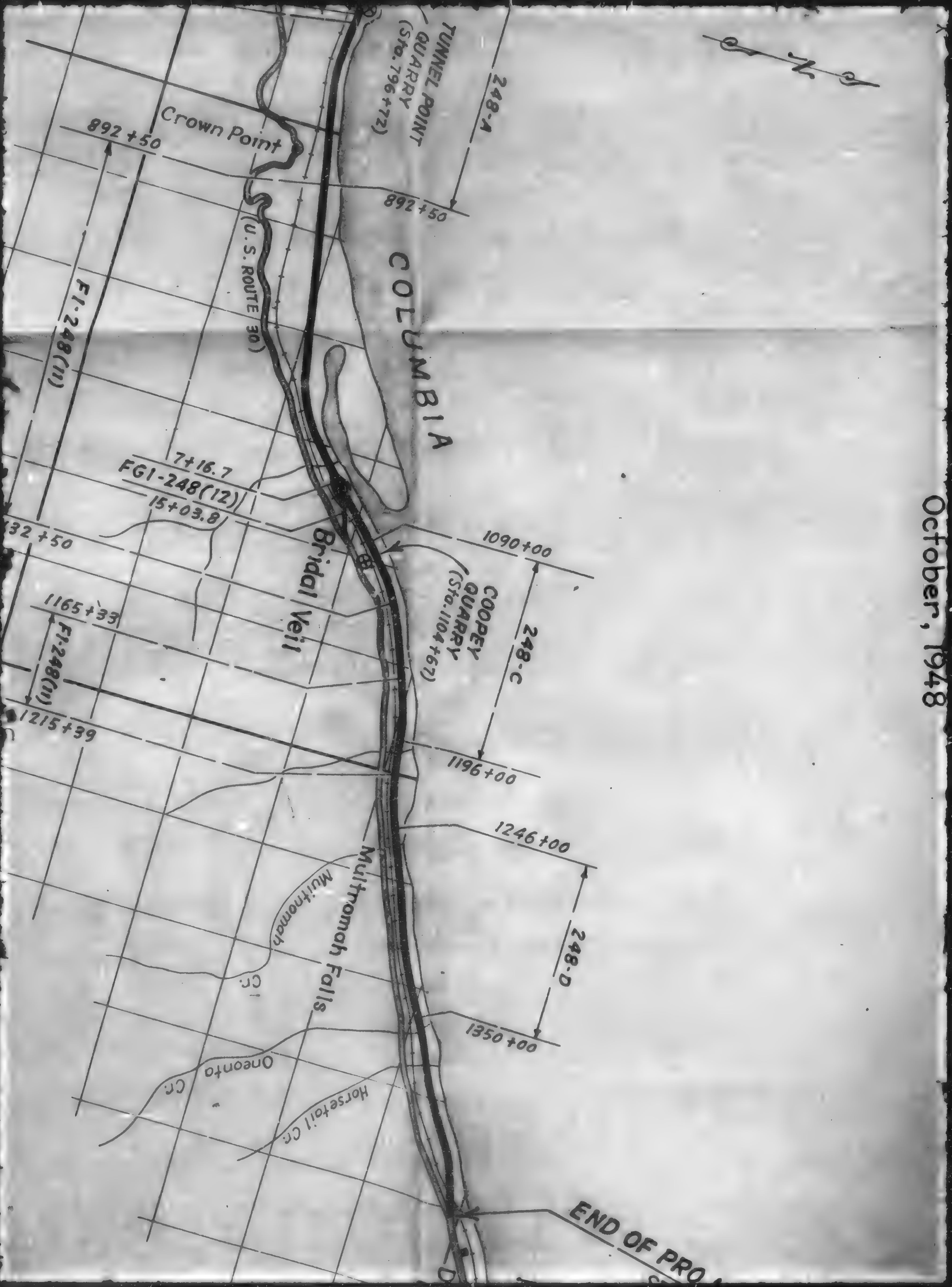
ER-4(1)

Bidders Plans consist of
Sheets 1, 2, 2A, 4, 5 and 9, and
Drwgs. No. 2050, 9111 & 9112.

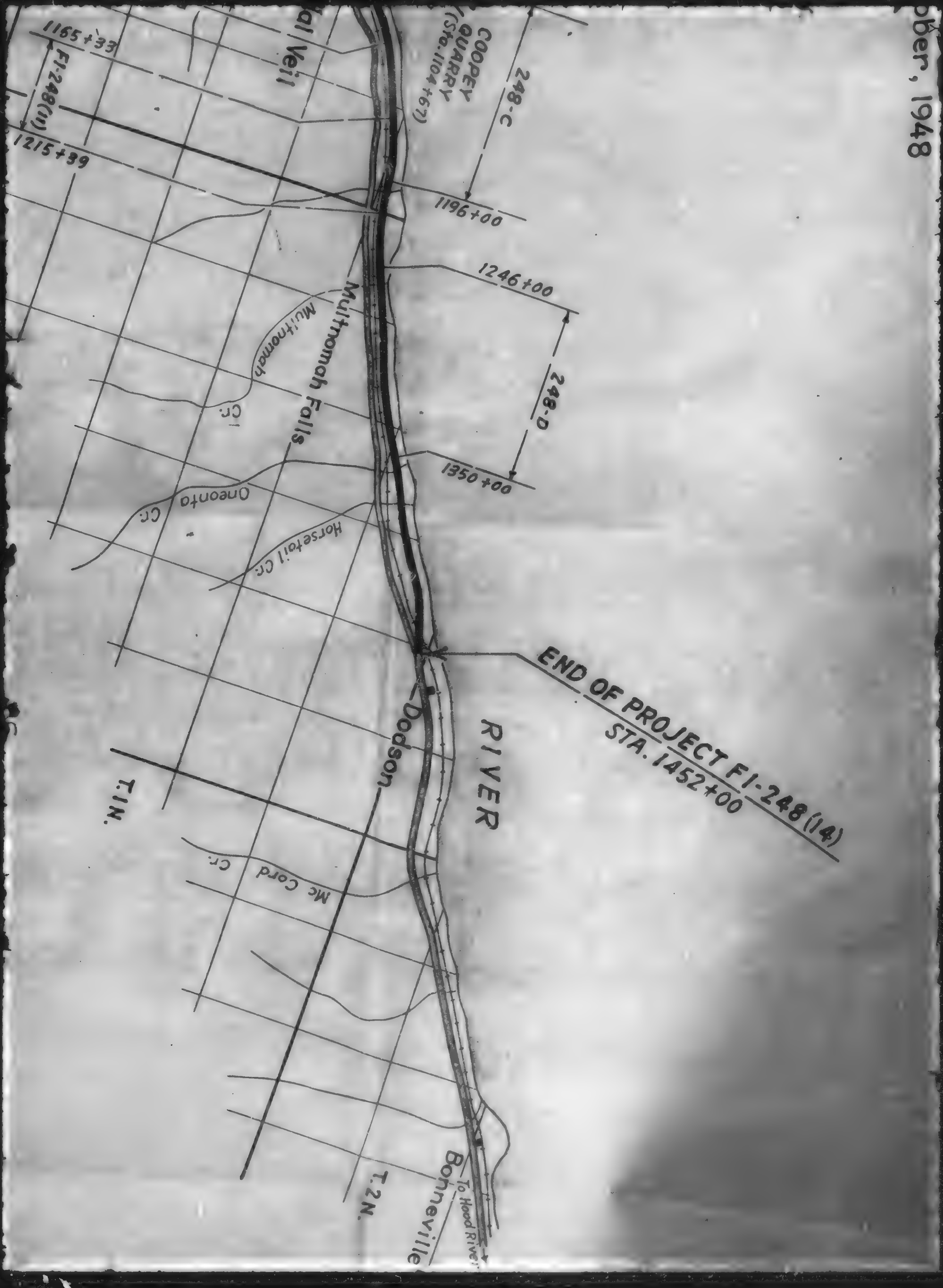
PROJECT F1-248(14)
STA. 1452+00


T. 1S.
T. 1 N.
To Portland
TROUTDALE
F1-301
519+50
F1-248(11)
SANDY
RIVER
509+70
F1-248(13)
517+40
BEGINNING OF PROJECT F1-248
STA. 519+50
O.W.R.&N. CO.
615+00
615+00
R.4 E.
Existing
Highway
Route
248-B
728+50
F1-248(11)
Corbett
749+10
761+00
788+00
01+00
(1)
+00
TUNNE
QUAR
(Sta. 7

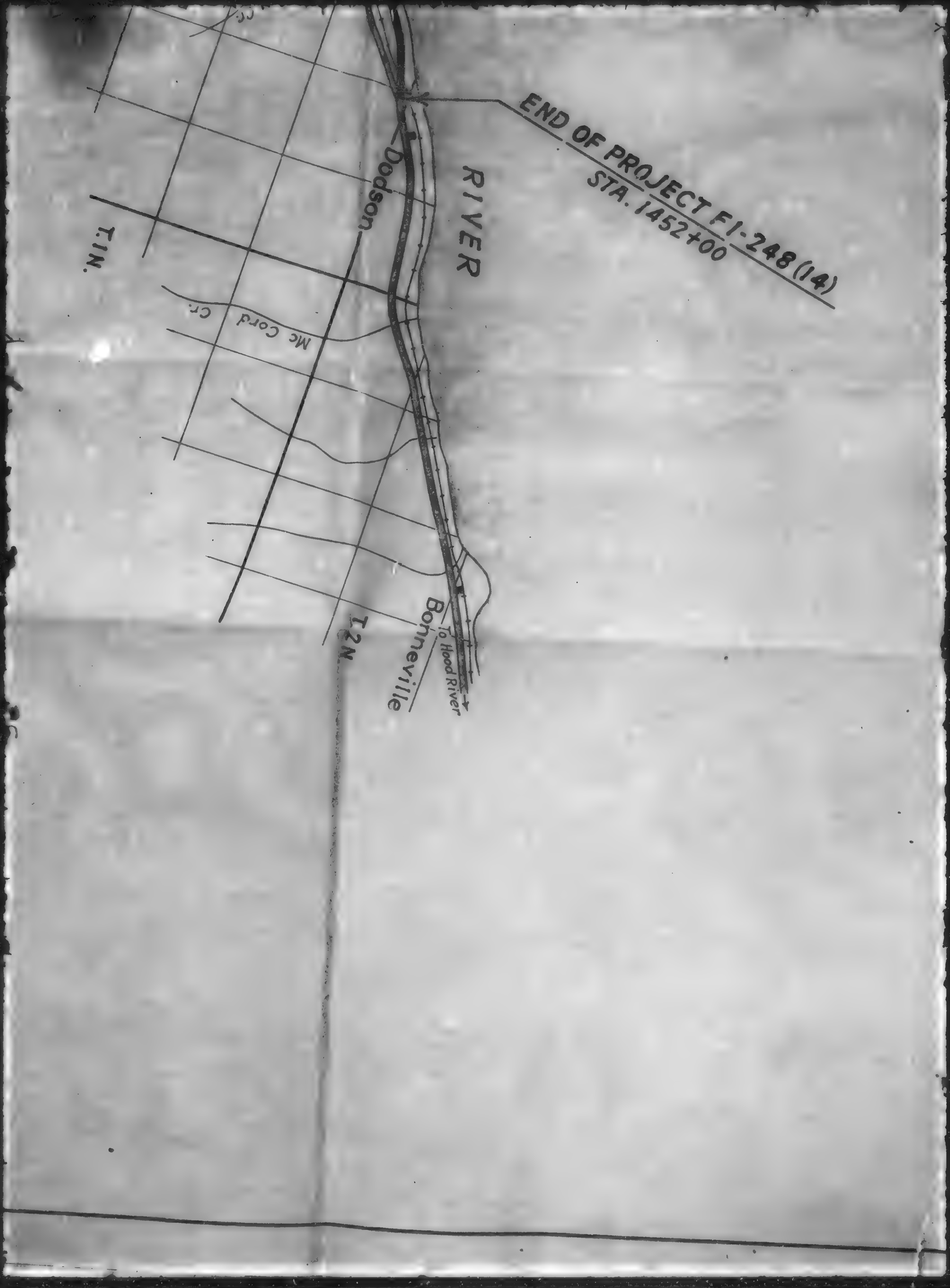

DALE
10E-1
SANDY
RIVER
F1-248(11)
509+70
517+40
F1-248(13)
O.W.R.&N.CO.
BEGINNING OF PROJECT F1-24
STA. 519+50
615+00
615+00
R.4 E.
Existing
Highway
Route
728+50
F1-248(11)
248-B
Corbett
749+10
761+00
788+00
(1)
+00
TUNNEL POINT
QUARRY
(Sta. 796+72)
248-A
Crown Point
892+50
892+50
(U.S. ROUTE 30)
COLUMBIA
F1-248(11)
7+16.7
FG1-248(12)
15+03.8
+50
Bridal Veil
1090+00
COOPEY
QUARRY
(Sta. 1104+67
248
1165+33
F1-248
October, 1

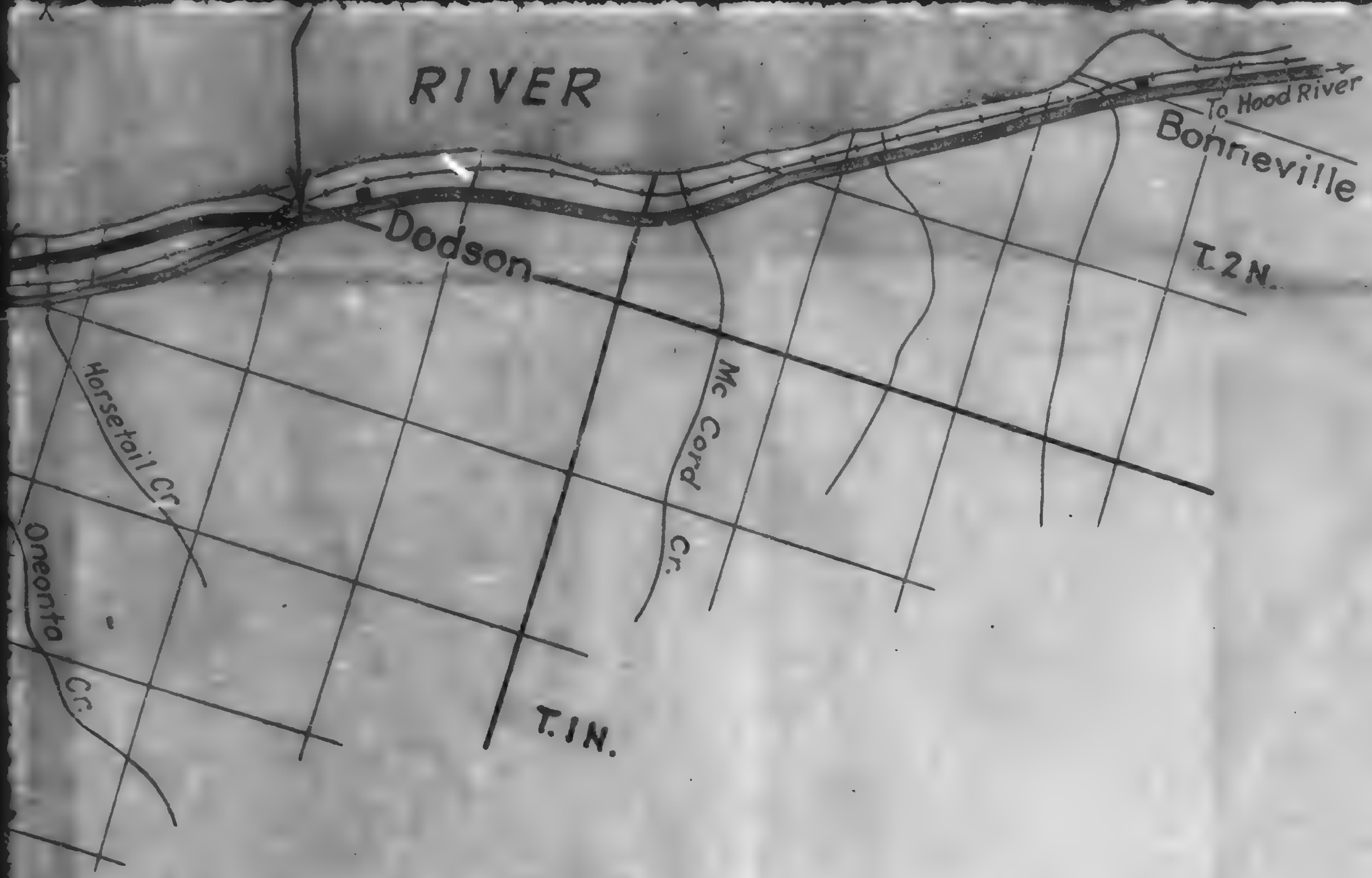


October, 1948


1165+33
F1-248(11)
1215+39
al Veil
COOPEY QUARRY (Sta. 1104+67)
248-C
1196+00
1246+00
248-D
1350+00
Multnomah Falls
Multnomah Cr.
Oneonta Cr.
Horsetail Cr.
END OF PROJECT F1-248(14) STA. 1452+00
RIVER
Dodson
T.1N.
Mc Cord Cr.
T.2N.
Bonneville
To Hood River

ober, 1948

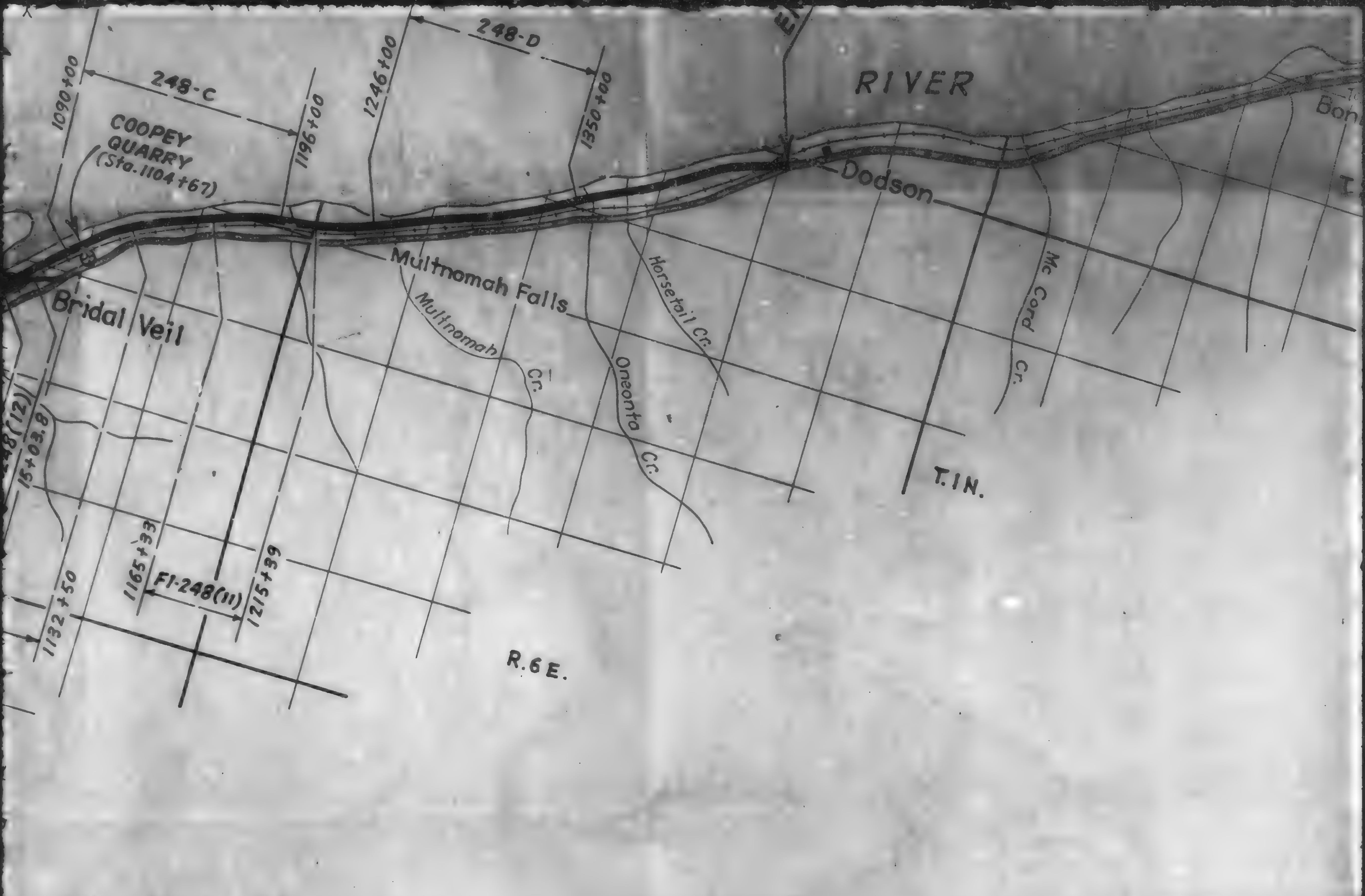

END OF PROJECT FI-248(14)
STA. 1452+00
RIVER
Dodson
T.1N.
Mc Cord Cr.
T.2N
Bonneville
To Hood River



REGISTERED PROFESSIONAL ENGINEER
157
OREGON

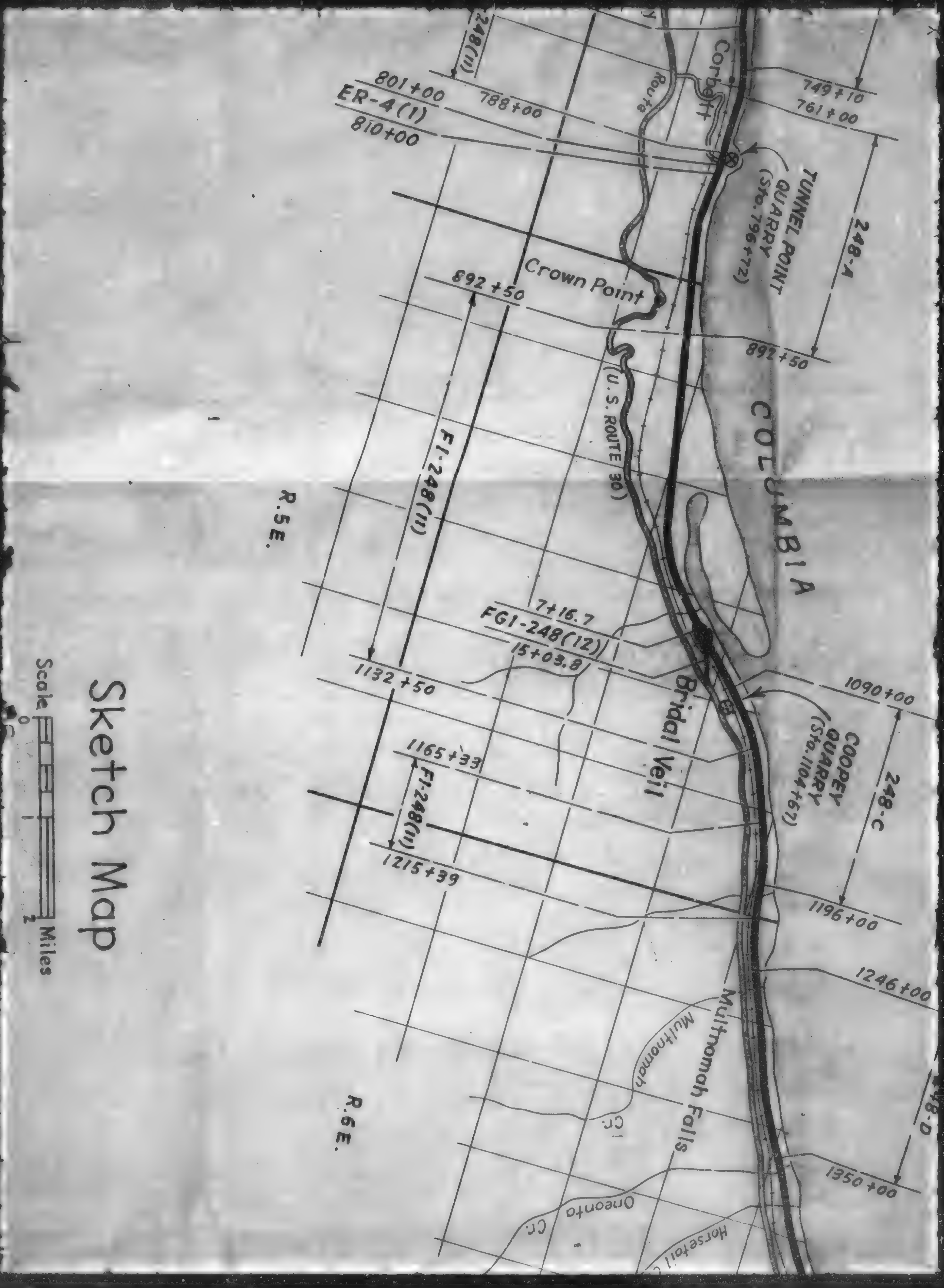
STATE HIGHWAY ENGINEER

DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY



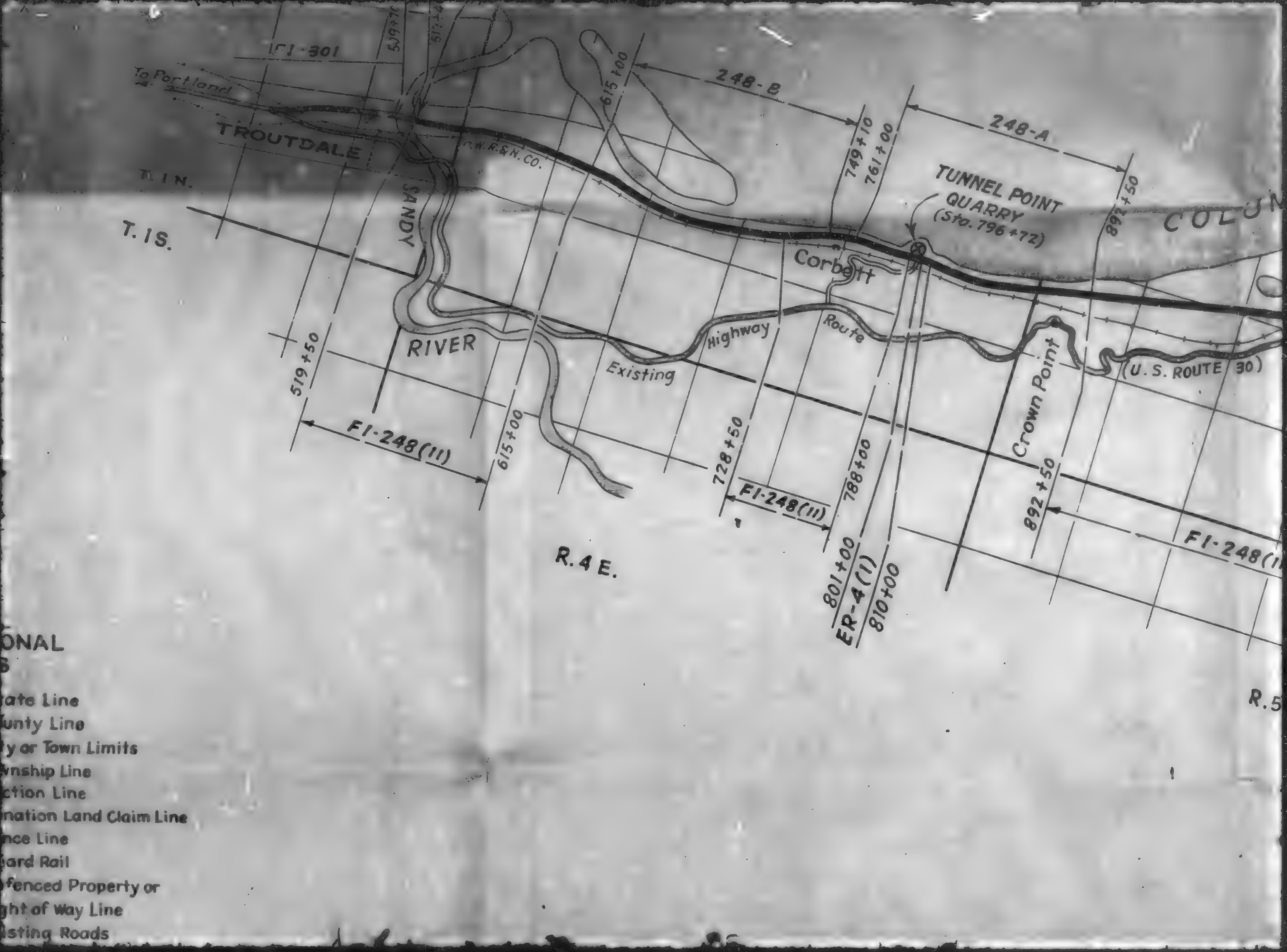
Sketch Map

157

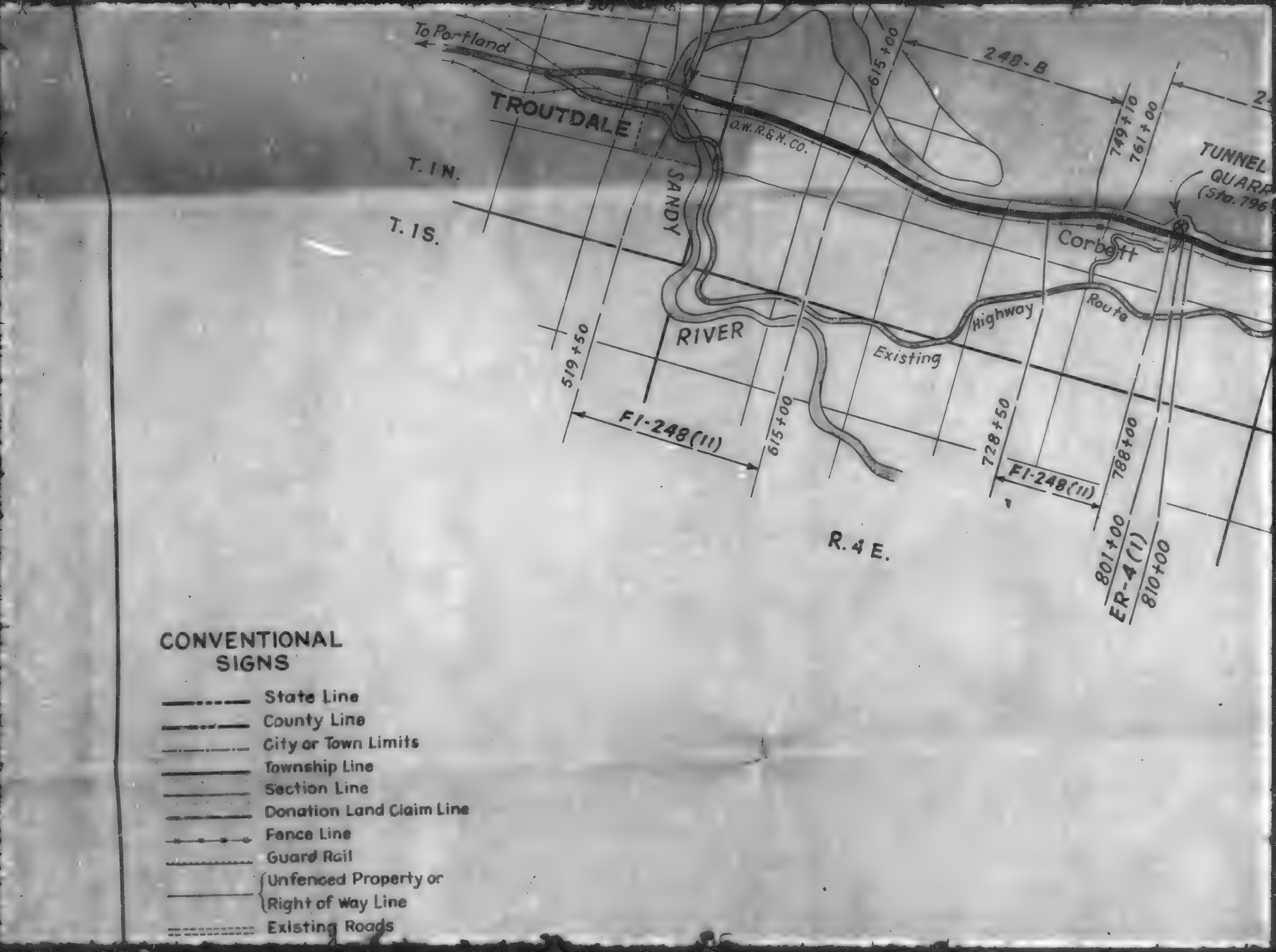


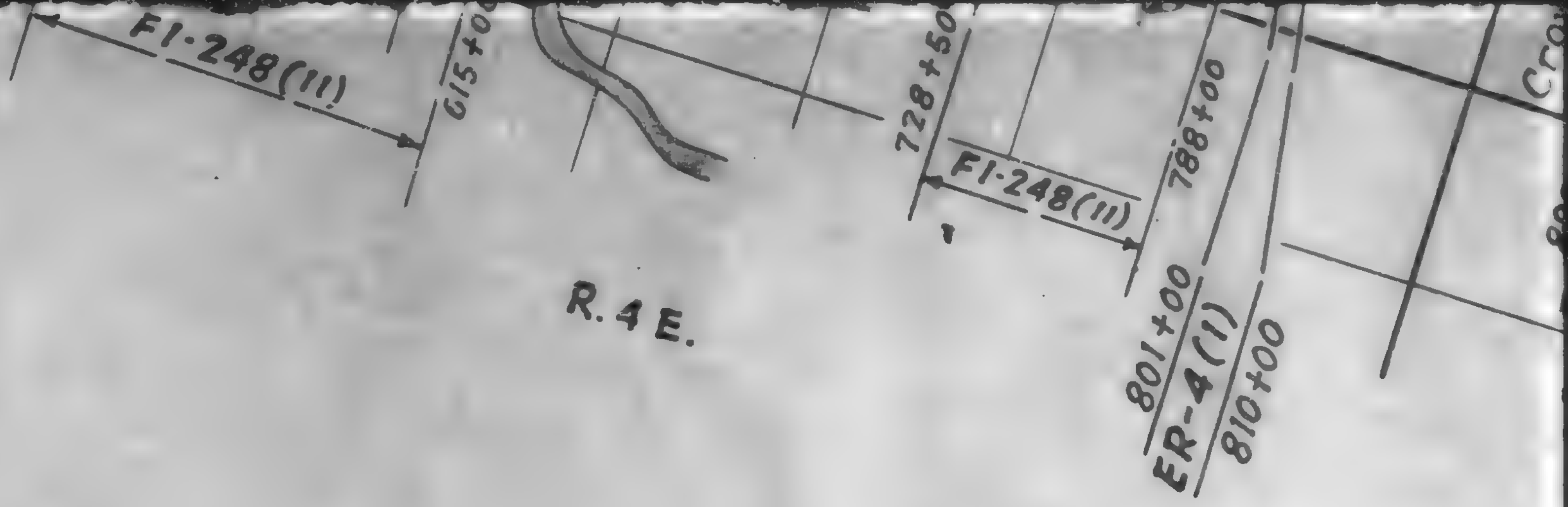
Sketch Map

248(11)
801+00
ER-4(1)
810+00
788+00
Corbett
Route
749+10
761+00
TUNNEL POINT QUARRY (Sta. 796+72)
248-A
Crown Point
892+50
892+50
(U.S. ROUTE 30)
COLUMBIA
F1-248(11)
R.5E.
7+16.7
FG1-248(12)
15+03.8
1132+50
Bridal Veil
1090+00
COOPEY QUARRY (Sta. 1104+67)
248-C
1165+33
F1-248(11)
1215+39
1196+00
1246+00
Multnomah Falls
Multnomah
Cr.
R.6E.
248-D
1350+00
Oneonta Cr.
Horsetail C
Scale
0
1
2
Miles



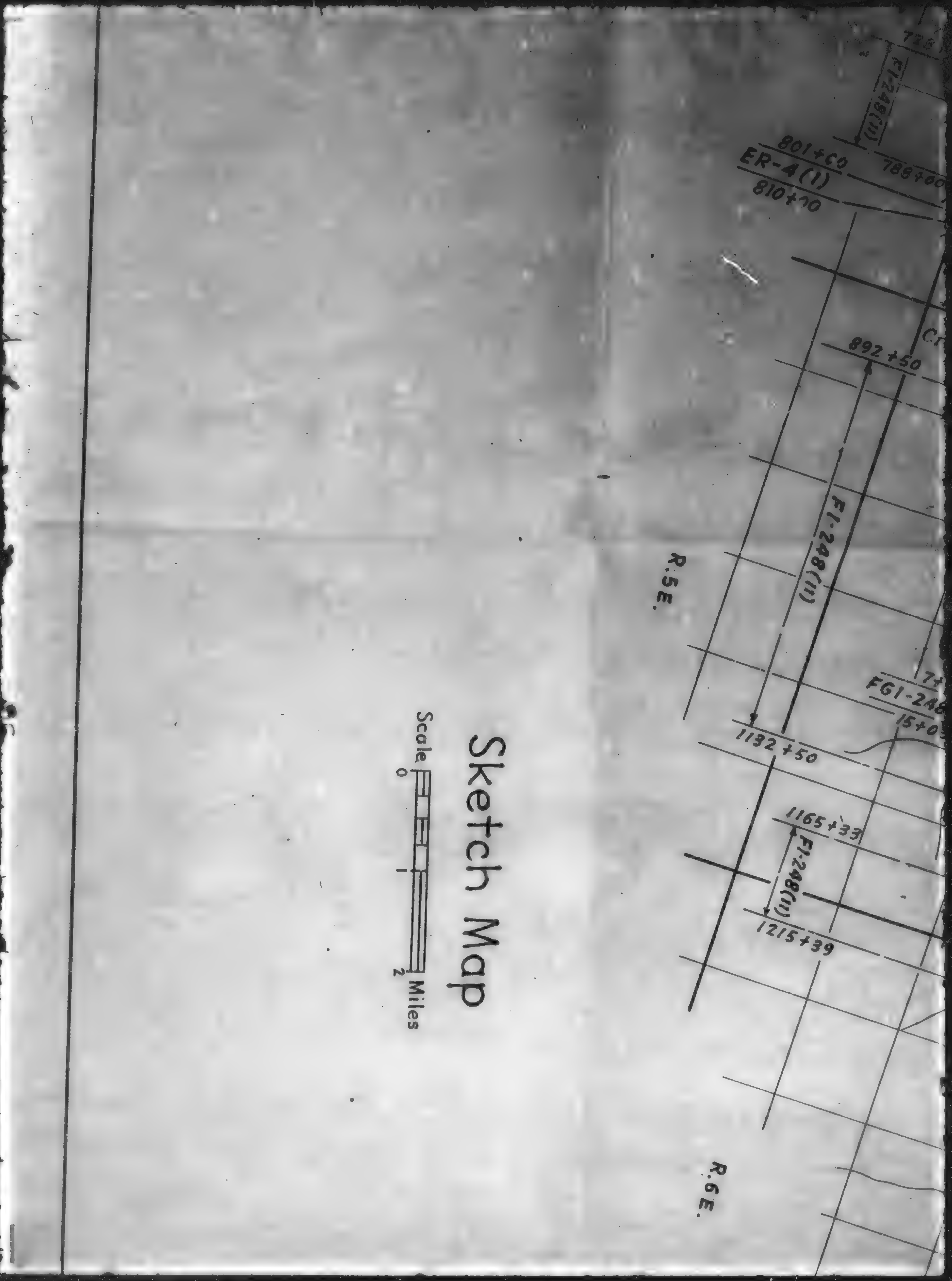
To Portland
FI-301
519+70
TROUTDALE
T.1N.
O.W.R.&N.CO.
T.1S.
SANDY
RIVER
519+50
FI-248(11)
615+00
Existing
Highway
Route
Corbett
248-B
749+10
761+00
248-A
TUNNEL POINT
QUARRY
(Sta. 796+72)
COLU
728+50
FI-248(11)
788+00
801+00
ER-4(1)
810+00
R.4 E.
Crown Point
892+50
(U.S. ROUTE 30)
FI-248(1
R.5
ONAL
S
tate Line
unty Line
y or Town Limits
wnship Line
ction Line
nation Land Claim Line
nce Line
uard Rail
fenced Property or
ght of Way Line
isting Roads


To Portland
TROUTDALE
O.W.R.&N. CO.
T. 1 N.
T. 1 S.
SANDY
RIVER
248-B
615+00
749+10
761+00
TUNNEL
QUARR
(Sta. 796
Corbett
Highway
Route
Existing
519+50
F1-248(11)
615+00
728+50
F1-248(11)
788+00
801+00
ER-4(1)
810+00
R. 4 E.
CONVENTIONAL SIGNS
State Line
County Line
City or Town Limits
Township Line
Section Line
Donation Land Claim Line
Fence Line
Guard Rail
Unfenced Property or Right of Way Line
Existing Roads



CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees


Sketch Map
Scale
0
1
2
Miles
R.5E.
R.6E.
728
FI-248(11)
801+00
ER-4(1)
810+00
789+60
Cr
892+50
FI-248(11)
1132+50
7+
FGI-248
15+0
1165+33
FI-248(11)
1215+39

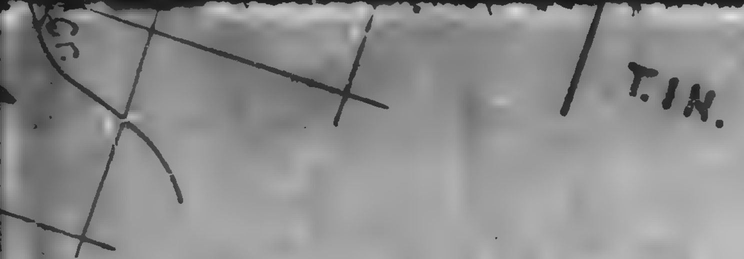
Sketch Map

Scale 0 1 2 Miles

REGISTERED PROFESSIONAL ENGINEER
157
OREGON
NOV. 8, 1919
R. H. BALDOCK

STATE HIGHWAY COMMISSION

T. H. BANFIELD,	Chairman
ARTHUR W. SCHAUPP,	Commissioner
BEN R. CHANDLER,	Commissioner



STATE HIGHWAY ENGINEER

DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

REGISTERED PROFESSIONAL ENGINEER
157
OREGON
NOV. 8, 1919
R. H. BALDOCK

DIVISION ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY COMMISSION

T. H. BANFIELD, Chairman
ARTHUR W. SCHAUPP, Commissioner
BEN R. CHANDLER, Commissioner

CHIEF WESTERN DIVISION
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

RECEIVED
OCT 6 1950
FOR FILING

Indexed
Alphabetically
Reed, Frank H. & Minnie T.

FI-248(14)
ER-4(1)
3032

Salem, Oregon
October 4, 1950

2127 Mr. R. L. Porter

Under date of August 29 you wrote a letter to me relative to the claim of Minnie T. and Frank H. Reed, your File 1830, Troutdale-Multnomah Falls Section of the Columbia River Highway. I have had this matter investigated, and I attach hereto, for your information, copies of letters from Carl A. Peterson and A. G. Skelton. I believe these letters fully explain the situation.

My recommendations in this matter are that we deny any of the claims for reasons pointed out in the letters, and that the Reeds file a claim against the contractor if they have a legitimate claim for any damage done by blasting operations of the Rogers Construction Company.

W. C. Williams

WCW:me

Encl.

FORM E-90 25M 5-50 40900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25th, 1950

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

In regard to Assignment #2137, letter from R. L. Porter advising that Minnie T. and Frank H. Reed were dissatisfied with the construction work through their property with respect to four different features, I am attaching letters from Mr. Skelton and Mr. Peterson which point out that they had been instructed to contact the Rogers Construction Company with respect to the two items which involved blasting. Inasmuch as the electric generator was reconstructed several years ago to the Reeds' satisfaction, it would not seem necessary for us to do anything further with it at this late date.

The history of our construction in the vicinity of the Reed property indicates that they are of the type occasionally found along highway work who continually are creating claims and cannot be satisfied with whatever was done for them.

It is my recommendation that the Reeds be advised to file a claim for any damage done by shooting with the Rogers Construction Company, and that we deny any other claims.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

FORM E-30X 15M 5-50 40301

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 18, 1950

SUBJECT: Claim of Frank H. and
Minnie T Reed, Troutdale-
Multnomah Falls Section

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Edwin A. Pease

Dear Sir:

Under date of August 31st you wrote forwarding copy of a letter from R. L. Porter with regard to a claim of Minnie T. and Frank H. Reed in connection with right of way on the Troutdale-Multnomah Falls section of the Columbia River Highway adjacent to Tunnel Point. You requested that some one contact Mr. Mayhew and go over the details of this claim and advise our recommendation.

At the request of the Right of Way Department, Mr. Mayhew contacted Mr. Clifford Reed, who is the son of Mr. and Mrs. Frank H. Reed, and went over the matter of their claim with him. Under date of May 22nd, Mr. Mayhew reported on this matter to Forrest Cooper, and he also discussed his report quite fully with me at that time.

Mr. Porter's letter of August 29th was referred to Carl A. Peterson, who was resident engineer on this section during the entire time construction work was in progress, with the exception of the surfacing and oiling contract completed last year, which Lowell A. Johnston handled for the State. I am enclosing herewith copy of Peterson's report of September 8th on Mr. R. L. Porter's letter, which covers items 1, 2 and 3. The 4th item of this claim was the destruction of a 12 x 20 building located on the landing area which Reed claims was damaged or demolished by a blast set off by the Rogers Construction Company in connection with their blasting operations at Tunnel Point. I have discussed this with Mr. McInroe, who states that any damage done in connection with their operations is fully covered by insurance, and that if Reeds have a litigimate claim they should file it with Rogers Construction Company or their insurance agents, and that any just claim will be settled expeditiously. The Reeds have mentioned this before, and were previously advised to file any claim they might have with the Rogers Construction Company, of if they wished to file it with us we would refer it to the Rogers Construction. Apparently this has not gotten beyond the verbal stage.

As to item one of their claim, you will note that Mr. Peterson states that this was re-arranged and completed to the satisfaction of Mr. Frank Reed and his sons Francis. Mr. Mayhew in his report states that this original water line was apparently completed satisfactorily, but at the present time the water system is delivering no water to the boat house, which was called for in the agreement. Also that Reed contends that the water supply ceased during the blasting at Tunnel Point. Mayhew also states that Reed has another supply about 100 feet or so west, and that they would be satisfied if water were carried from this source to their boat house. If this were caused by blasting operations, it would appear to be a claim against our contractor rather than the State, as it operated satisfactorily when originally constructed. Their claim should be filed with Rogers Construction Company on this item.

You will also note that Peterson states that item two, re-arrange and reconstruct an electric generator was also completed to the Reed's satisfaction, but that item three, rearrange and construct a power line was done, but apparently not to their satisfaction, as an existing line was salvaged and reused, but Mr. Reed insisted that new wire and new material be used rather than use the old material.

Reeds claim that in the construction of our culvert below the RR ~~north~~ culvert and across our new grade, the subsequent washing out of the connection between the railroad culvert and the one under our new grade, the generator house was flooded and the pelton wheel and the generator were put out of commission and never operated since. Actually the R.E.A. power line was constructed several years ago in this area, and the Reeds as well as everybody else in the area are obtaining their power from this source. I am not sure whether their connection to R.E.A. was made before or after this flooding, but it is my understanding from Mr. Mayhew that they have no intention of using their own generator again. You will note from Mr. Peterson's report that he believes the flooding mentioned above resulted from releasing water back of their dam to permit clearing the reservoir of silt.

I question that we will ever be able to satisfy the Reeds. We have on several occasions sent our crews in to take care of every ligitimate complaint, only to get new demands later. It appears that the only part of this present complaint that is open to any question, is about the damage to the generator, generator house, and pelton wheel, and from Mr. Peterson's report, it would seem that any trouble there was due more to their own operations than to our construction.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w

RECEIVED
19 1950
OFFICE OF
CONSTRUCTION ENGINEER

FORM E-30 25M 5-30 40000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bonneville, Oregon
Sept. 8,1950

SUBJECT: File 1830, Reed
Troutdale-Multnomah Falls Section
Columbia River Highway

To: Mr. R.L. Porter,
Ass't. Right of Way Engr.
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

Refering to the early part of the year 1939 (Reed's) Item #1, rearrange the water system. This was done and completed to the satisfaction of Mr. Frank Reed and his son, Francis, who assisted in the work. Item #2, rearrange and reinstate an electric generator, this also was done to theur satisfaction. Item #3, Rearrange and reconsruct a power line. This also was done but not to Mr. Reeds satisfaction, as we salvaged most of his existing line with the exception of about 200 Lin.Ft. of new wire, which was furnished by the state. We furnished poles and cross arms, but Mr. Reed insisted that new wire and cross arms be used, never the less, we put up the poles, strung the salvaged wire and the new wire from the generator to the fish house,which I believe is still in existance.

It was last year that Mr. Reed told me that'the generator and the valve froze and cracked some time ago.'

During the hydraulic construction in 1948 we installed a culvert near the outlet of the railroad culvert but left an opening between the highway culvert and the railroad culvert, I think this area flooded whenever water back of the dam was r released, when the reservoir was cleaned of silt.

Francis Reed told me last year that the generator was out of commission and the valve was cracked but when it was put out of commission I do not know.

The two culverts were not connected but ample space was left between them to take water from the Pelton Wheel.

Very truly yours,
Carl A Peterson
Carl A. Peterson
Resident Engineer

RECEIVED
SEP 19 1950
OFFICE OF
CONSTRUCTION ENGINEER

cc Legal Dept.
Mr. Mayhew

ASSIGNMENT

ugust 29, 195

No. 2137

By

iption: Mr. Porter's letter of August 29 re File 1830, eed, Troutdale-Multnomah Falls Section, Columbia River Highway

Acknowledged by _____ Referred to Smith ✓ __________

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________________ signature
____

Assignment executed ______ Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-30 25M 5-50 40000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1950

[illegible] TO
W. C. WILLIAMS
[illegible]

SUBJECT: File 1830, Reed
Troutdale-Multnomah Falls Section,
Columbia River Highway

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

On October 20, 1938, the State of Oregon, by and through its Highway Commission, entered into an agreement with Minnie T. and Frank H. Reed. As part of this agreement the State was to

1. Rearrange the water system;
2. Rearrange and reinstate an electric generator;
3. Rearrange and reconstruct a power line.

An examination of the file indicates that an order for state force work was made on March 16, 1939, in the amount of $798 to reconstruct the water system. Another order for state force work was executed on January 14, 1939, to reconstruct the power line. I find nothing in our file that indicates whether or not anything was done regarding the rearranging and reinstating of the electric generator.

The Reeds are now making claim against the State because they say the water system does not function. Mr. Mayhew has investigated this matter, but was unable to ascertain whether it is caused by the spring drying up or the line becoming plugged. The Reeds stated to him that the water supply ceased during the blasting operations at Tunnel Point.

Regarding the electric generator, I quote the following paragraph from Mr. Mayhew's report:

> "During the construction and moving of the generator house, the relocating of the power line away from the generator house, the connection of the railroad culvert and the highway culvert, and the subsequent washing out of this connection, the generator house was flooded and the Pelton wheel and generator was put out of commission. It has never operated since. After this flooding a rural power was connected up and is now being used.

> Mr. Reed wants the State to buy this Pelton wheel and generator at the going equipment price or restore it to use, at the same time admitting that the rural power now connected to his premises will be used anyway. Reed contends that the flooding of the machinery was the State's fault by reason of the culvert connection washing out."

The third item of the claim, which has nothing to do with the 1938 agreement, was the destruction of a 12' x 20' building located on the landing area and which was used as a gas and oil house. Reed contends that the building was demolished by a blast set off by the Rogers Construction Company and that he has never been compensated for it. I am told that Mr. Mayhew informed him he would have to look to the contractor's insurance company for relief on this item.

In order that this thing may be settled I suggest that you assign someone from the Engineering Department who is familiar with the details to go over it with Mr. Mayhew and attempt to determine whether the Reeds' claim has any foundation.

If any further information is needed please advise and I will be glad to go over it with you at any time.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. Porter
Asst. Right of Way Engineer

RLP:ea

RECEIVED
SEP 7 1950
FOR FILING

[illegible]1-248(14)
ER-4(1)
3082

Salem, Oregon
September 6, 1950

Mr. Lowell A. Johnston
Resident Engineer
Box 4644, Sellwood Station
Portland 2, Oregon

Dear Sir:

Pursuant to the request made in your letter of September 5, we are sending herewith a sheet showing our computation of haul adjustment on maintenance rock stockpiled by the Rogers Construction Co. on the Troutdale-Dodson Section, Contract 3082.

This computation has been made in the manner specified in Articles 22-16 and 22-17 of the Standard Specifications which are a part of the contract.

The materials were produced from two sources, so it is assumed that the contractor's bid contemplated delivery from two sources. The contemplated average haul was, therefore, 2.8464 miles. The average haul required to deliver the materials in the quantities in which they were delivered, assuming that in each case the delivery was made from the source nearest the stockpile site as the specifications stipulate, was 2.6729 miles. Thus it figures that there was a saving in haul of 0.1735 miles which, when applied to the 25,289.2 yards delivered and paid for, amounted to 4,388 yard miles. At 10¢ per yard mile, the adjustment price specified on sheet No. 25 of the Special Provisions of the contract, the adjustment amount figures $438.80.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

Encl.

cc: A. C. Skelton

TROUTDALE-DODSON

Haul Adjustment Computation

Sources: Tunnel Point Quarry at Station 797
Coopey Quarry at Station 1104

Haul distance from Tunnel Point to Jordan Borrow Site - 5.13 miles
Haul distance from Coopey Quarry to Coopey Quarry Site 0.5 mile

Tentative Haul
as per contract

11,200 c.y. at 5.13 = 57,456 y.m. (Jordan Bar Site)
10,900 c.y. at 0.5 = 5,450 y.m. (Coopey Q. Site)
22,100 62,906

$\frac{62{,}906}{22{,}100}$ = 2.8464 Mi. Ave. Haul

Actual Haul
as per contract

11,868.5 c.y. at 5.13 = 60,885.4 y.m.
13,420.7 c.y. at 0.5 = 6,710.4 y.m.
25,289.2 67,595.8

$\frac{67{,}595.8}{25{,}289.2}$ = 2.6729 Mi. Ave. Haul

2.8464 - 2.6729 = .1735 Difference in average hauls

.1735 x 25,289.2 = 4,388 Yd. Mi. Adjustment (favor of State)

September 6, 1950

FORM 2-30 25M 1-50 37068

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 5, 1950

SUBJECT:

To: Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

In your letter of August 22, 1950 to Mr. Skelton, you advised that the haul adjustment will be $438.80 in favor of the State on the Troutdale-Dodson section, Rogers Construction Company contract No. 3082.

Rogers Construction Company have requested that we furnish them with a break down as to how this amount of haul adjustment was determined, so will you please furnish me information, so that it can be passed on to Rogers.

Yours very truly,

Lowell A. Johnston
LOWELL A. JOHNSTON
Resident Engineer

LAJ:w
cc: A. G. Skelton

RECEIVED
AUG 2 [illegible]
FOR FILING

71-248(4) EK-4 (1)

3082

August 29, 1950

Fidelity and Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

Please be advised that State Highway Contract No. 3082, for surfacing on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County, has been completed by the contractor, Rogers Construction Co., and that final payment in the amount of $15,470.54 will be made on or after September 8, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $496,526.64, of which amount $700.52 represents force account items. This contract was completed on June 16 and accepted by the Highway Commission on July 26, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallet,Fisher & Carlo,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

[illegible]

8-29-50

RECEIVED
JUL 20 1950
FOR FILING

71-248(14)-ER-4 (1)

3582

July 19, 1950

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 11, 1950, had under discussion your request for an extension of time of 229 days, from October 31, 1949 to June 17, 1950, within which to complete your contract No. 3082 for surfacing on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

M. G. Smith

NOTED ON CARD

RECEIVED
JUL 18 1950
FOR FILING
71-248(14) EP-4(1)
3082

July 18, 1950

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Rogers Construction Co. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3082, for surfacing on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County. This payment, which is in the amount of $28,751.85, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $14,877.99. The present payment will be made on or after July 28, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallet, Fisher & Carlo
United States National Bank Bldg.
Portland 4, Oregon

[illegible]

7-18-50 g C

Form E-1-436-8-30

71-248 (14)
ER-4 (1)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 15, 1950

Section Troutdale-Dodson

Kind of work Bituminous Macadam Surfacing

Highway Columbia River

Section prefix 26-1087

Contractor Rogers Construction Co.

Contract number 3082

Date of contract Nov. 4, 1948

Date of completion Oct. 31, 1949

Date work started Jan. 17, 1949

Estimated date of completion June 16, 1950

Amount of contract $462,697.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $491,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $33,600.00, 119 %

Date project was completed June 16, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate was submitted to the Division Engineer's office on Thursday of this week.

NOTED
E. C. SMITH

NOTED
E. M. BOOTH

Signed Lowell A. Johnston
Lowell A. Johnston

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.32	17.53		17.53	
Miles partially completed					
Miles completed	0.32	17.53		17.53	
Total estimated quantities	13,700	82,000	27,000	2,210 Tons	
Estimated quantities moved or placed to date	13,700	82,000	27,000	2,210 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Percentages of men employed on contract to be secured from:
.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....
Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUL 17 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 29 1950
FOR FILING

71-248 (14)
ER-4(1)
3082

June 28, 1950

Request for extension of time
No. 7
July 10 and 11 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on Contract No. 3082, Troutdale-Dodson Section of the Columbia River Highway, from October 31, 1949 to June 17, 1950.

The contractor had completed all of the bituminous macadam surfacing on this project. The only work remaining was the stock-piling of maintenance materials, and as these were not immediately needed the contractor was advised he could stock-pile these later. Since the overrun of the time limit did not inconvenience the traveling public and did not increase engineering costs, I would recommend that the extension be granted without penalty. Mr. T. R. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:NT
Enclosure
cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
JUN 23 1950
FOR FILING

FI-248(ER4-1)

3082

June 22, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3082, Troutdale-Dodson Section of the Columbia River Highway, FI-248 (14), ER4-(1), from October 31, 1949 to June 17, 1950 to Rogers Construction Co., Contractors.

The Contractor had completed all of the bituminous macadam surfacing on this project and was requested to remove the crushing operations from Tunnel Point on August 12, 1949 in order that the highway might be opened to traffic. The only work remaining was the stockpiling of maintenance materials which we requested him to do this spring.

Since the overrun of the time limit was at the request of the Highway Commission, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: E. G. Smith

RECEIVED
JUN 22 1950
FOR FILING

FI-248(14) ER.4 (1)

3082

June 20, 1950

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on June 16, 1950 on Contract No. 3082, Troutdale-Dodson Section in connection with Federal Aid Project No. FI-248 (14), ER-4 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DEP:ew

cc: John Cattrall

RECEIVED
JUN 19 1950
FOR FILING
71-24[illegible]
R-4-(1)
3082

C O P Y

June 16th, 1950

NOTED
W. C. WILLIAMS

Mr. Lowell A. Johnston
Resident Engineer
Oregon State Highway Commission
P. O. Box 4644
Portland 2, Oregon

Dear Sir:

You undoubtedly received our letter of May 12, 1950, concerning Contract No. 3082, Troutdale-Dodson Section of Columbia River Highway, Multnomah County, the letter being addressed both to you and the Oregon State Highway Commission. In that letter we discussed our claim for additional compensation and raised the question as to the necessity of filing the forms of application for extension of time forwarded with your letter of April 19th.

We did not hear from the Highway Commission until quite recently when we received a letter dated June 9th, 1950, from Mr. R. H. Baldock, State Highway Engineer, a copy of which you will undoubtedly find in the files of the Commission.

We are now assured in Mr. Baldock's letter that the request for extension of time has no bearing whatever on the matter of claim for additional compensation, that it is necessary that the request for extension be received before payments can be made on the estimate of work performed and that, should we make claim for additional compensation, the claim will be carefully analyzed by engineers and cost analysts of the Highway Commission.. Mr. Baldock's letter also points out that it was agreed that an extension of time for production at Coopey Quarry would be granted without penalty and that such a recommendation would be made to the Highway Commission. Since we are now assured that our claim for additional compensation will not be prejudiced by the filing of the enclosed applications, we are submitting the forms to you herewith.

You will note that we expressly reserve the claims and the matters referred to in our letter of May 12th of which you already have a copy.

Very truly yours,

ROGERS CONSTRUCTION COMPANY

Charles McInroe

CMC:ec
Enclosures
cc: Mr. R. A. Baldock ✓

RECEIVED
JUN 12 1950
FOR FILING

71-248 (14)
ER4(1.)
3082

June 9, 1950

Rogers Construction Company
11760 N. E. Glisan Street
Portland 16, Oregon

Attention: Mr. Charles McInroe, Superintendent

Gentlemen:

Reference is made to Mr. McInroe's letter of May 12, relative to a request for extension of time on your Contract No. 3082, Troutdale-Dodson Section of the Columbia River Highway. In this letter Mr. McInroe brought up questions relative to cessation of crushing operations at the Tunnel Point setup, stating that the request for extension of time was not in order and intimating that possibly a claim would be submitted for additional cost incurred during the construction of the project.

In the first instance, we are at a loss to understand why additional compensation should be expected by reason of the crushing plant being moved from the Tunnel Point location by August 20, 1949. This date was determined only after consultation with Mr. McInroe, personally. On July 13, 1949 Mr. Banfield, Mr. Williams, Mr. Skelton, and I made an inspection of the job as then in progress and discussed the completion date with Mr. McInroe. Mr. McInroe at that time advised that he would complete his crushing operations at Tunnel Point on or before August 15 and that the plant would be out of the way on time to open the new section by August 20. Upon this information the date of opening the new highway was set for August 20.

In the second instance, the request for extension of time has no bearing whatever on the matter of claim for additional compensation. It is necessary that the request for extension of time be received in this office before payments can be made on the estimate of work performed, subsequent to expiration of the original time limit. Should the contractor make claim for additional compensation, such claim will be carefully analyzed by engineers and cost analysts of the State Highway Commission, but this determination would have no bearing on the time extension.

It was agreed that an extension of time for production of additional maintenance rock from the Coopey Quarry would be granted without penalty, and we propose to recommend to the Highway Commission that such extension be granted without penalty. It is necessary, however, that you first submit your request for such extension, and we urgently request that you submit the same immediately in order that payments can be made to you as they become due for work performed.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. A. G. Skelton

FORM E-30 25M 9-48 34992

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 6, 1950

SUBJECT: Troutdale-Dodson Section
Columbia River Highway

To:
Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Under date of May 15th you wrote in regard to a letter from Mr. Charles McInroe, Superintendent of the Rogers Construction Company. This letter was in regard to Contract No. 3082, Troutdale-Dodson Section of the Columbia River Highway, and referred in particular to a letter from Lowell A. Johnston, our Resident Engineer, requesting that the contractor complete the form for his application for an extension of time to complete the contract. Mr. McInroe indicated in his letter that Rogers Construction Company expect to claim additional compensation for added costs incurred by them as a result of orders shutting down their operation before the completion of their job last summer. In your letter you asked that I submit a full, detailed report on this matter.

I am enclosing herewith copy of a letter dated May 22nd from Lowell A. Johnston. This letter was in regard to McInroe's letter of May 12th which was enclosed with your letter mentioned above. With Johnston's letter are attached copies of the following correspondence: Mr. F. T. Young's letter of August 12, 1949 to the Rogers Construction Company directing them to discontinue crushing operations at the Tunnel Point Quarry on August 13, 1949 and to close the gap in the roadway at that point as soon as possible after that date but not later than August 18, 1949; a letter dated April 19, 1950 from Lowell A. Johnston to the Rogers Construction Company asking them to complete Contractor's Request for Extension of Time forms on their Contract No. 3082; a letter dated April 28, 1950 from Mr. Charles McInroe of the Rogers Construction Company in reply to Johnston's letter of April 19th; and letter dated May 12, 1950 from Mr. McInroe of Rogers Construction Company to Lowell A. Johnston which is the letter referred to in your letter.

REFERRED TO
Williams
By State Highway Engineer

Please prepare an answer to Contractor for my signature

I am also enclosing a detailed report dated May 31, 1950 from Resident Engineer Lowell A. Johnston covering in general details of Rogers' operations, particularly that concern the shutting down of their operations prior to August 20th of last year. Mr. Johnston covers the operations in general, quotes from the portions of the Special Provisions covering the operation of Tunnel Point Quarry, and lists the rock produced in the Tunnel Point Quarry. He also covers the inspection trip made by Mr. Banfield, Mr. Williams and yourself on July 13th at which time the opening of the highway was discussed by you and myself with Mr. McInroe. I have a note in my diary for July 13, 1949 "Dedication of Columbia River Highway to be August 20th--McInroe promised completion by the 15th or earlier".

I believe Johnston's report is complete. It is true that some additional yardage could have been obtained from Tunnel Point, particularly from the cleanup from the road to Reed's Landing. It is my understanding that McInroe now claims that he could have salvaged a considerable amount of rock by continuing this cleanup from the road leading to Reed's Landing around the north side of Tunnel Point. I question very definitely that sufficient rock would have been available from this source to complete Rogers' contract by using any reasonable method of salvaging this rock. There is also a question as to whether we would have permitted removal of the loose rock from the east side of Tunnel Point where the loose rock serves to some degree to protect the toe of our roadbed slope. As far as I know this salvage was never contemplated during last year's operation, at least prior to the time the shutdown orders were given.

Very truly yours,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:rl

cc: Mr. W. C. Williams
Mr. H. G. Smith
Mr. Lowell A. Johnston

Enc.

RECEIVED
JU 8 1950
OREGON
STATE HIGHWAY COMMISSION

FORM E-20X 25M 9 49 34993

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 31, 1950

SUBJECT: Troutdale-Dodson Section
Columbia River Highway

To: Mr. A. G. Skelton
Division Engineer
OFFICE

Dear Sir:

On November 4, 1948 a contract, No. 3082, was let to Rogers Construction Company of Portland for the Bituminous Macadam Surfacing of the Troutdale-Dodson Section of the new Columbia River Highway. Besides the surfacing there were a number of items in the contract such as crushed stockpile material, construction of a pedestrian underpass and other work. The completion date as stated in the contract was to be October 31, 1949.

The first work on the job was done on January 17, 1949 when Rogers' drilling crew began putting in coyote holes at Tunnel Point. The first coyote holes were completed the first part of February, 1949 and were shot on February 23, 1949. On March 14, 1949 Rogers started moving in the crushing plant and on March 25, 1949 crushing of rock at the Tunnel Point Quarry was begun. Crushing operations were discontinued on August 13th in accordance with instructions from the Highway Department so that the crushing plant could be moved off the roadway in time to open the road to traffic on August 20th.

During the month of May, 1949 Rogers put in coyote holes in Coopey Quarry and shot the quarry on May 27, 1949. Apparently they planned on a two-quarry setup on the job, one at Tunnel Point and one at Coopey Quarry. Due to the swell in rock at Tunnel Point Quarry they apparently changed their plan from a two-quarry setup to a one-quarry setup at Tunnel Point only. This change in plan apparently took place shortly before the August 20th opening date for the Troutdale-Bridal Veil Section.

On pages 15 and 16 of the contract with Rogers the following paragraphs from the contract outline the source of supply of rock for the job:

Tunnel Point Quarry Requirements and Limit on Availability of Rock:

In taking materials from the Tunnel Point Quarry for use on the project, it is anticipated that all available material will be required in the performance of work required under the contract. According to measurements which have been made, approximately 85,000 cubic yards of rock are estimated to be in place at the source.

The State Highway Commission does not, by implication or otherwise, make any guarantee that sufficient quantities of rock are available for the production of rock embankment, rock base, rock shoulders, rock aggregates for bituminous construction and stockpiled crushed rock as called for under the contract. The contractor shall determine to his own satisfaction the "swell" of rock material resulting from his quarrying operations and whether or not another source of suitable rock may be required to complete the contract.

The Tunnel Point Quarry shall be completely daylighted and leveled, and all available material shall be taken therefrom and used in the respective parts of the contract work as directed by the engineer. The area worked on shall be excavated to the grades established by the engineer and shall be left in acceptable condition to be later developed as a parking area.

Use of Coopey Quarry May Be Necessary:

If, during the progress of the work under this contract, it becomes necessary to obtain rock material from a source other than the above described Tunnel Point Quarry in order to complete the contract, then and in that event, such deficiency of rock material shall be remedied by the contractor by the use of the Coopey Quarry. The Coopey Quarry is State-controlled and is located adjacent to and on the southerly side of the Union Pacific Railway tracks opposite highway Station 1104+67. In using this quarry, the present haul route via the railway track undercrossing shall be used, and the excavations shall be carried at the approximate elevation of the present quarry floor and so as to provide the hardest, most durable and otherwise most suitable crushed rock obtainable from the source.

In no event shall the Coopey Quarry be used as a source unless and until the rock material available at the Tunnel Point Quarry is exhausted in performing required work under the contract.

Following is a list of rock produced from the Tunnel Point Quarry by Rogers:

Solid Measure by Cross Section (Peterson)	85,000 C.Y.	
Estimated Loss in River	-10,000 "	
Total Quantity Available for Crushing		75,000 C.Y.

Quantities Crushed and Placed-Truck Measure:

Item #31	- 2 1/2"-0" Leveling Course	15,703	C.Y.
Item #32	- 3/4"-0" Base and Shoulders	60,976.5	"
Item #40	- Mineral Aggregate in Place	31,614	"
P.A. #1	- Crusher Run Rock	5,563	"
	Sold to Multnomah County	15,321	"

Quantities Crushed - Stockpile Measure:

Item #34, 35, 36 & 37-Stockpile Quantities		
Jordan Borrow	11,745.09	C.Y.
Coopey Quarry	1,871	"

Quarry Run Rock - Truck Measure:

Item #6	- Rock Embankment	8,518	C.Y.
P.A.#3	- Corbett Parking Area	4,736	"

Total Quantities	156,047.59 C.Y.

% Swell - 108.06

On July 13, 1949 Mr. Banfield, Mr. Baldock, Mr. Williams and Mr. Skelton inspected the job and discussed the early opening of the new section of highway from Troutdale to Bridal Veil with Mr. McInroe, Superintendent for Rogers Construction Company. At that time, I understand, Mr. McInroe estimated that he would have the crushing completed at Tunnel Point by August 15, 1949 and that the plant would be out of the way in time to open the new section by August 20th. The announcement was made shortly after this meeting on July 13th that the new section would be opened on August 20th. On July 13th it appeared that all the available rock would have been crushed by August 15th but this estimate turned out to be incorrect so in order to have the opening on August 20th it was necessary to order Rogers to discontinue crushing operations on August 13th.

In ordinary quarry operations the swell from solid to crushed is usually 40% to 60%. As you will note from the above list of rock produced from Tunnel Point Quarry the swell was approximately 108% instead of the estimated 40% to 60% swell. This fact, no doubt, caused the crushing operations to continue for a longer period at Tunnel Point than Mr. McInroe estimated when he talked to Mr. Baldock and yourself on July 13th at which time Mr. McInroe estimated that crushing at Tunnel Point would be completed by August 15, 1949 and that the road could be opened between Troutdale and Bridal Veil by August 20th.

There was some question as to whether there was enough rock still available at Tunnel Point at the time the crushing plant operation was discontinued to complete the stockpiles at Coopey Quarry. Had the opening of the road not been set and crushing operations at Tunnel Point continued, several thousand yards more shoulder rock would have been placed on the shoulders between Tunnel Point and Dodson than was actually placed. The placing of this additional shoulder rock would have further depleted the amount of available rock at Tunnel Point and in order to complete the stockpiles at Coopey Quarry it would probably have been necessary to move the crushing plant to Coopey Quarry.

Our contract with Rogers calls for 10,900 cubic yards of stockpile rock at Coopey Quarry and of this total 1,871 cubic yards were produced at Tunnel Point and hauled to Coopey. This leaves a total of 9,029 cubic yards which would have to be crushed at the Coopey Quarry setup of the crushing plant. Had this 9,029 cubic yards of material been crushed at Tunnel Point it would have required about 54,000 yard miles of haul on this amount of material while, if a crushing plant were set up at Coopey, only about 4,500 yard miles of haul would have been required.

In Rogers' letter of May 12, 1950 they advised that they anticipate making a claim for added compensation as a result of the Highway Department moving them out of the Tunnel Point Quarry and as the result of this closing of operations at Tunnel Point forced them to set up the crushing plant at Coopey Quarry in order to complete their contract. It is doubtful whether Rogers is entitled to any additional compensation as a result of the early opening of the highway from Troutdale to Bridal Veil with the result in closing of his operations at Tunnel Point. I would suggest that the matter of additional cost to Rogers be studied and reported on by the Cost Department and if it is found that Rogers is entitled to additional compensation as a result of the early opening of this section that a suitable settlement be made with them.

Very truly yours,

Lowell A. Johnston

LOWELL A. JOHNSTON
Resident Engineer

LAJ:rl

FORM E-30X 20M 9-48 34893

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 22, 1950

SUBJECT: Time Extension, Contract No. 3082

To: Mr. A. G. Skelton
Division Engineer
OFFICE

Dear Sir:

Herewith find two copies of my letter of April 19, 1950 to Rogers Construction Company in regard to an extension of time on their contract No. 3082 and two copies each of Rogers' letters of April 28th and May 12th, answering my letter of April 19th. Two copies of Mr. Young's letter of August 12, 1949 are also being enclosed herewith.

Judging from Rogers' letter of May 12, 1950, they expect to file a claim for additional cost on the job as a result of the Highway Department moving them out of Tunnel Point quarry. They also advise that in their opinion it is unnecessary for them to request an extension of time.

Your advice in the matter of a reply to Rogers' letter will be appreciated.

Very truly yours,

LOWELL A. JOHNSTON
Resident Engineer

LAJ:rl

Enc.

P
Y

ROGERS CONSTRUCTION CO.

11760 N. E. Glisan Street
Portland 16, Oregon

May 12th, 1950

Mr. Lowell A. Johnston
Resident Engineer
Oregon State Highway Commission
P. O. Box 4644
Portland 2, Oregon

Re: Contract No. 3082 - Troutdale-Dodson
Section of the Columbia River Highway.

Gentlemen:

Concerning the above captioned contract between the State of Oregon and ourselves, Mr. Lowell A. Johnston, by his letter of April 19, 1950, requested that we complete forms of contractor's application for extension of time to complete the contract. We replied to this letter under date of April 28, 1950, and, in our reply, referred to the letter of August 12, 1949 from Mr. F. T. Young, Assistant Division Engineer, requiring us to discontinue crushing operations at Tunnel Point at the close of the night shift August 13, 1949, requiring the removal of our crushing plant August 18, 1949, and, among other things, further requiring the setting up of a crushing plant at Coopey Quarry not later than May 1, 1950 for the production of sufficient material to complete the quantity of crushed rock in stockpiles.

The orders of the assistant division engineer were complied with and we have now re-established our crushing plant at Coopey Quarry and will start Monday, May 15th, with the production of the remaining material for stockpiles.

You have been severally times notified that we regard the orders of the engineer as unjustified under the contract, not permitted by its terms, and that we expected to claim additional compensation for the added costs incurred by us as a result of the orders given to us. This letter will confirm, first, that we feel that the Highway Commission, acting through its engineer, violated the contract in giving us these orders and, second, that we will present a claim for added compensation.

Under the circumstances, since the state itself, without any contractual justification, suspended the work and caused the moving of our equipment with various resulting losses and thus prevented the completion of the contract within the original stipulated period, we are unable to see why an application for an extension of time is required. However, we have taken the matter up with our surety since we cannot make the application without its consent. If the surety is agreeable, we will prepare the application for extension of time, merely for the purpose of further protecting our rights. In this application, it will be necessary for us to expressly state that we feel that an application for extension is not required, that the state has itself dispensed with any necessity for an extension,

C
O
P
Y

and that we are reserving all claims for added compensation.

As your engineers well know, at the time we received the order to shut down operations, we had sufficient quantities of partially processed materials on hand sufficient to finish the job and a few more days of operation would have completed our entire contract. Moreover, at the time of the receipt of your engineers' letter of August 12th, we were approximately 65 days ahead of contract schedule. Under these circumstances, we respectfully request that you advise us in writing that an application for extension of time is unnecessary and that you will honor a claim for added compensation when the figures concerning it have been completely compiled and checked with your representatives.

Yours very truly,

ROGERS CONSTRUCTION COMPANY

Chas. McInroe (Signed)
Charles McInroe, Superintendent

CMc

ROGERS
ONALD C. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

May 12th, 1950

REFERRED TO
Mr Baldock
BY SECRETARY

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re: Contract No. 3082 - Troutdale-Dodson
Section of the Columbia River Highway.

Copies made for: Baldock, Williams, [illegible] 5/15/50

Concerning the above captioned contract between the State of Oregon and ourselves, Mr. Lowell A. Johnston, by his letter of April 19, 1950, requested that we complete forms of contractor's application for extension of time to complete the contract. We replied to this letter under date of April 28, 1950, and, in our reply, referred to the letter of August 12, 1949 from Mr. F. T. Young, Assistant Division Engineer, requiring us to discontinue crushing operations at Tunnel Point at the close of the night shift August 13, 1949, requiring the removal of our crushing plant August 18, 1949, and, among other things, further requiring the setting up of a crushing plant at Coopey Quarry not later than May 1, 1950 for the production of sufficient material to complete the quantity of crushed rock in stockpiles.

The orders of the assistant division engineer were complied with and we have now re-established our crushing plant at Coopey Quarry and will start Monday, May 15th, with the production of the remaining material for stockpiles.

You have been severally times notified that we regard the orders of the engineer as unjustified under the contract, not permitted by its terms, and that we expected to claim additional compensation for the added costs incurred by us as a result of the orders given to us. This letter will confirm, first, that we feel that the Highway Commission, acting through its engineer, violated the contract in giving us these orders and, second, that we will present a claim for added compensation.

Under the circumstances, since the state itself, without any contractual justification, suspended the work and caused the moving of our equipment with various resulting losses and thus prevented the completion of the contract within the original stipulated period, we are unable to see why an application for an extension of time is required. However, we have taken the matter up with our surety, since we cannot make the application without its consent. If the surety is agreeable, we will prepare an application for extension of time, merely for the purpose of further protecting our rights. In this application, it will be necessary for us to expressly state that we feel that an application for extension is not required, that the state has itself dispensed with any necessity for an extension, and that we are reserving all claims for added compensation.

As your engineers well know, at the time we received the order to shut down operations, we had sufficient quantities of partially processed materials on hand sufficient to finish the job and a few more days of operation would have completed our entire contract. Moreover, at the time of the receipt of your engineer's letter of August 12th, we were approximately 65 days ahead of contract schedule. Under these circumstances, we respectfully request that you advise us in writing that an application for extension of time is unnecessary and that you will honor a claim for added compensation when the figures concerning it have been completely compiled and checked with your representatives.

Yours very truly,

ROGERS CONSTRUCTION COMPANY

Chas McInroe.

Charles McInroe, Superintendent

CMc

W. R. Rogers
Donald C. Rogers

ROGERS CONSTRUCTION CO.

GENERAL ROAD CONTRACTORS

COPY

11760 N. E. Glisan street
Portland 16, Oregon
May 12th, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re: Contract No. 3082 - Troutdale-Dodson Section of the Columbia River Highway.

Concerning the above captioned contract between the State of Oregon and ourselves, Mr. Lowell A. Johnston, by his letter of April 19, 1950, requested that we complete forms of contractor's application for extension of time to complete the contract. We replied to this letter under date of April 28, 1950, and, in our reply, referred to the letter of August 12, 1949 from Mr. F. T. Young, Assistant Division Engineer, requiring us to discontinue crushing operations at Tunnel Point at the close of the night shift August 13, 1949, requiring the removal of our crushing plant August 18, 1949, and, among other things, further requiring the setting up of a crushing plant at Coopey Quarry not later than May 1, 1950 for the production of sufficient material to complete the quantity of crushed rock in stockpiles.

The orders of the assistant division engineer were complied with and we have now re-established our crushing plant at Coopey Quarry and will start Monday, May 15th, with the production of the remaining material for stockpiles.

You have been severally times notified that we regard the orders of the engineer as unjustified under the contract, not permitted by its terms, and that we expected to claim additional compensation for the added costs incurred by us as a result of the orders given to us. This letter willconfirm, first, that we feel that the Highway Commission, acting through its engineer, violated the contract in giving us these orders and, second, that we will present a claim for added compensation.

Under the circumstances, since the state itself, without any contractual justification, suspended the work and caused the moving of our equipment with various resulting losses and thus prevented the completion of the contract within the original stipulated period, we are unable to see why an application for an extension of time is required. However, we have taken the matter up with our surety, since we cannot make the application without its consent. If the surety is agreeable, we will prepare an application for extension of time, merely for the purpose of further protecting our rights. In this application, it will be necessary for us to expressly state that we feel that an application for extension is not required, that the state has itself dispensed with any necessity for an extension, and that we are reserving all claims for added compensation.

original and copy to Board. 5/15 —
copies also to Williams and [illegible]
HBG

COPY

Oregon State Highway Commission
Mr. H. B. Glaisyer, Secretary
May 12th, 1950

As your engineers well know, at the time we received the order to shut down operations, we had sufficient quantities of partially processed materials on hand sufficient to finish the job and a few more days of operation would have completed our entire contract. Moreover, at the time of the receipt of your engineer's letter of August 12th, we were approximately 65 days ahead of contract schedule. Under these circumstances, we respectfully request that you advise us in writing that an application for extension of time is unnecessary and that you will honor a claim for added compensation when the figures concerning it have been completely compiled and checked with your representatives.

Yours very truly,

ROGERS CONSTRUCTION COMPANY

/s/ Chas. McInroe.
Charles McInroe, Superintendent

CMc

COPY

ROGERS CONSTRUCTION CO.

Route 15, Box 231
Portland 16, Oregon

April 28th, 1950

Oregon State Highway Commission
P. O. Box 4644
Portland 2, Oregon

Attention: Mr. Lowell A. Johnston
Resident Engineer

Gentlemen:

Reference to your letter of April 19th, 1950 requesting us to complete and have executed by the Surety six (6) copies of Contractors Request for Extension of Time to complete contract on Troutdale-Dodson Section of the Columbia River Highway Contract No. 3082: We wish to refer you to letter written by Mr. F. T. Young, Assistant Division Engineer, under date of August 12th, 1949 which was your instruction to discontinue crushing operations on the above mentioned project.

In Mr. Young's letter the only instructions were that we resume operations prior to May 1st, 1950 which is being done and we will continue operations until sufficient material to fulfill the quantities required are produced. However, we do wish to call to your attention the fact that if we had not been instructed to cease operations on this project as per the letter of instructions of August 12, 1949, we would have completed project prior to completion date as set forth in the contract without having to move our crusher to new site thereby entailing additional expense to us to enable you to operate the highway before date of completion.

Yours very truly,

ROGERS CONSTRUCTION COMPANY

Chas. McInroe (Signed)
Charles McInroe, Superintendent

CMcI:ec

C O P Y

E 187X IM REVISED 10-47

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE LA 2125

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

IN REPLY PLEASE
REFER TO FILE NO

April 19, 1950

Rogers Construction Co.
11760 N.E. Glisan St.
Portland 16, Oregon

Gentlemen:

Herewith find six copies of Contractors Request for Extension of Time to Complete Contract forms on the Troutdale-Dodson Section of the Columbia River Highway, contract No. 3082.

Please complete your part of the form, and also have the consent of Surety filled out, and return to this office at your earliest convenience.

Yours very truly,

LOWELL A. JOHNSTON
Resident Engineer

LAJ:w
cc: A. G. Skelton

C O P Y

FORM S-107X 1M REVISED 10-4

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE LA 2125

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

August 12, 1949

IN REPLY PLEASE
REFER TO FILE NO

Rogers Construction Company
11760 N. E. Glisan
Portland 16, Oregon

Gentlemen:

This communication is your authority to discontinue crushing operations at Tunnel Point in connection with your State Highway Contract No. 3082 at the close of the night shift August 13, 1949. The removal of your crushing plant should follow immediately, and the roadway gap now occupied by the plant oiled as soon after as possible, but not later than August 18, 1949.

During the week from August 15th to 19th inclusive the Rock shoulders should be shaped and consolidated, and all other work incidental to the project completed by that time, except the production of the maintenance material called for under the contract at Coopey Quarry.

As per our verbal conversation of this date, you agree, not later than May 1st, 1950, to set up a crushing plant at Coopey Quarry, and produce sufficient material to fulfill the quantities of crushed rock in stockpiles as set forth in your contract. With the fulfillment of these obligations your contract will be accepted as of August 19, 1949, other than the stockpiling of the material in Coopey Quarry, as hereabove set forth.

Yours very truly,

F. T. YOUNG
Assistant Division Engineer

FTY:w
cc: W. C. Williams
H. G. Smith
Lovell A. Johnston

RECEIVED
MAR 2 1950
~~F~~OR FILING

FORM E-80 25M 1-49 29083

F-I 2148(14)
3-8-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

February 28, 1950
Salem, Oregon

1306
1584

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Sir:

In accordance with Record of Assignment No. 1584 WCW, we have had the data pertaining to the Fisherman's Road and Parking area near Corbett placed in our permanent maps.

Very truly yours,

H. G. Smith
Construction Engineer

By: Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:es

ASSIGNMENT No. 1306

ION: Tracing - Fisherman's Road & Parking Area near Corbett, Troutdale-Dodson Section, Columbia River Highway, Multnomah County

DATE: 7-29-49 ASSIGNED TO: Skelton

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ______________

~~xxxxx~~ Show revised plan as discussed by telephone.
WCW

REPORT RECEIVED: 12-9-49 mc

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

REMARKS:

ASSIGNMENT No. 1584

ION: Letter of 12-8-[illegible] rom A. G. Skelton, also trac[illegible] rman's Road and parking area near Corbett on Troutdale-Dodson ection of Columbia River Highway

DATE: 12-12-49 ASSIGNED TO: Smith ✓

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date__________

xxxx☐ Please have shown on our maps.

WCW

REPORT RECEIVED: Map Corrected

REMARKS: 2.28.50

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 8, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

SUBJECT: Tracing - Fisherman's Road & Parking Area
Troutdale-Dodson Section

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

I am returning herewith tracing of the Fisherman's Road and parking area near Corbett on the Troutdale-Dodson Section of the Columbia River Highway sent to this office for revision by your assignment No. 1306.

This tracing has been corrected to show the road and parking area as revised and as constructed and the tracing and your assignment slip apparently was misplaced until now.

Very truly yours,

A. G. Skelton

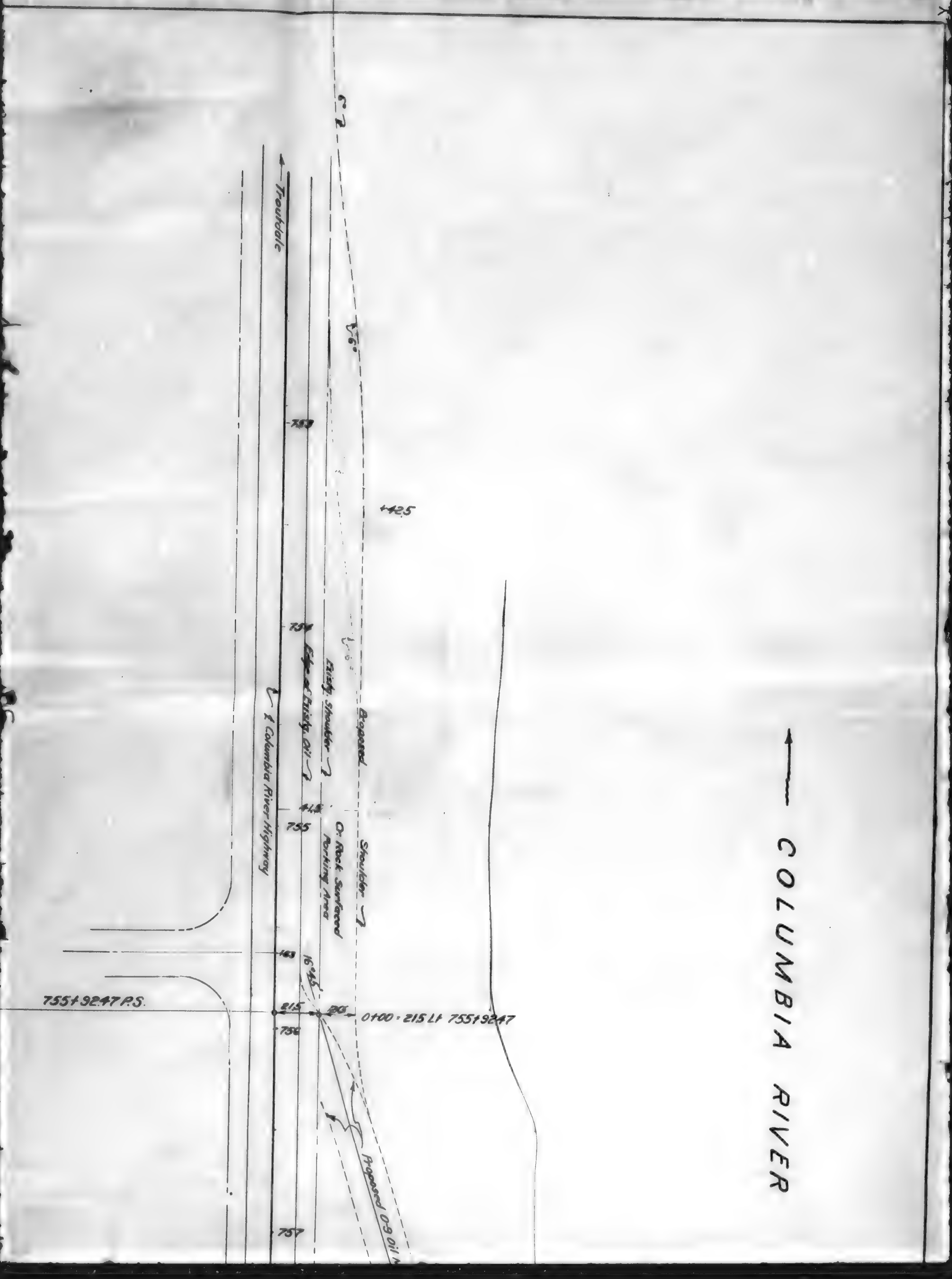
A. G. SKELTON
Division Engineer

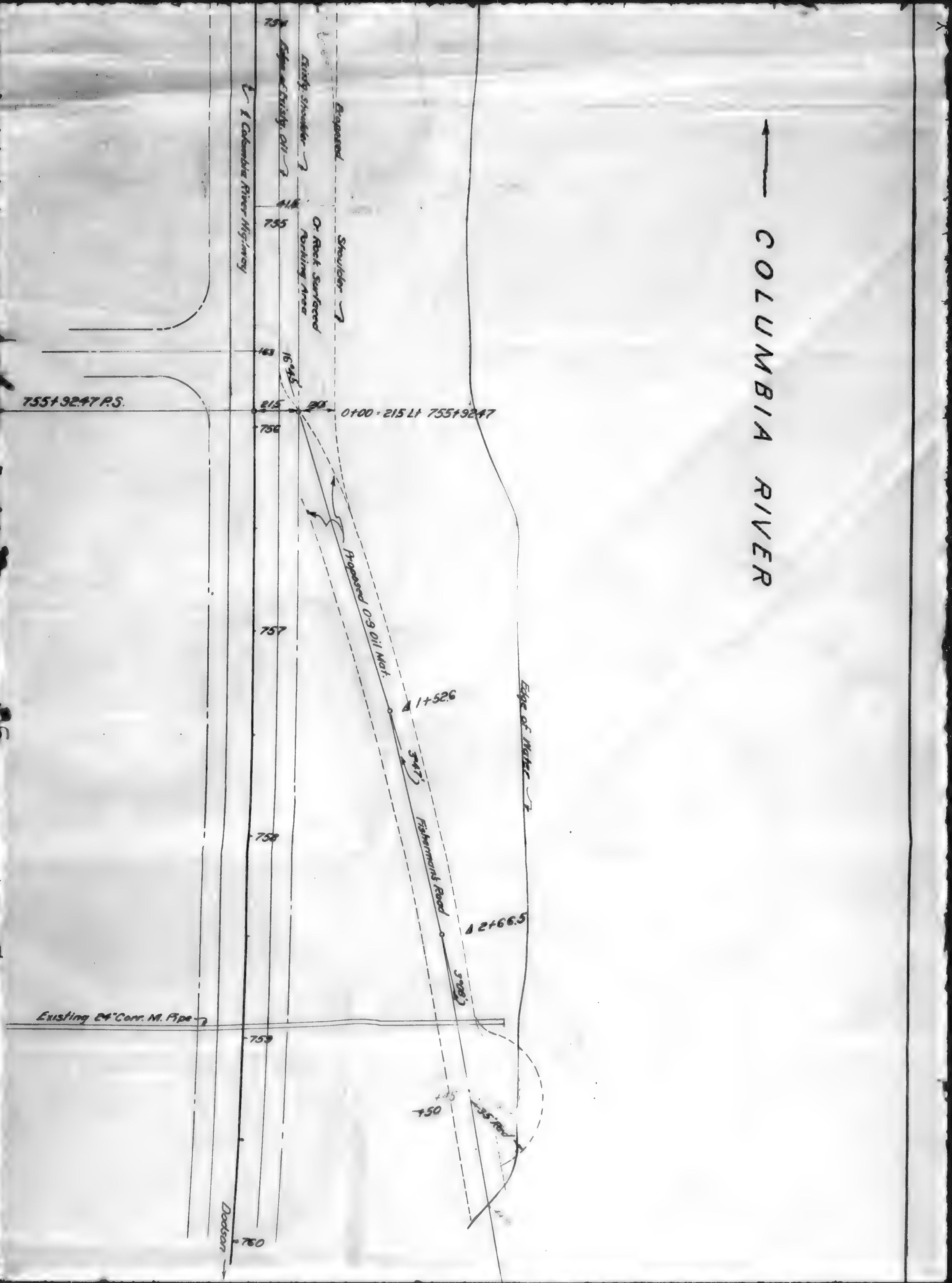
NOTED
W. C. WILLIAMS

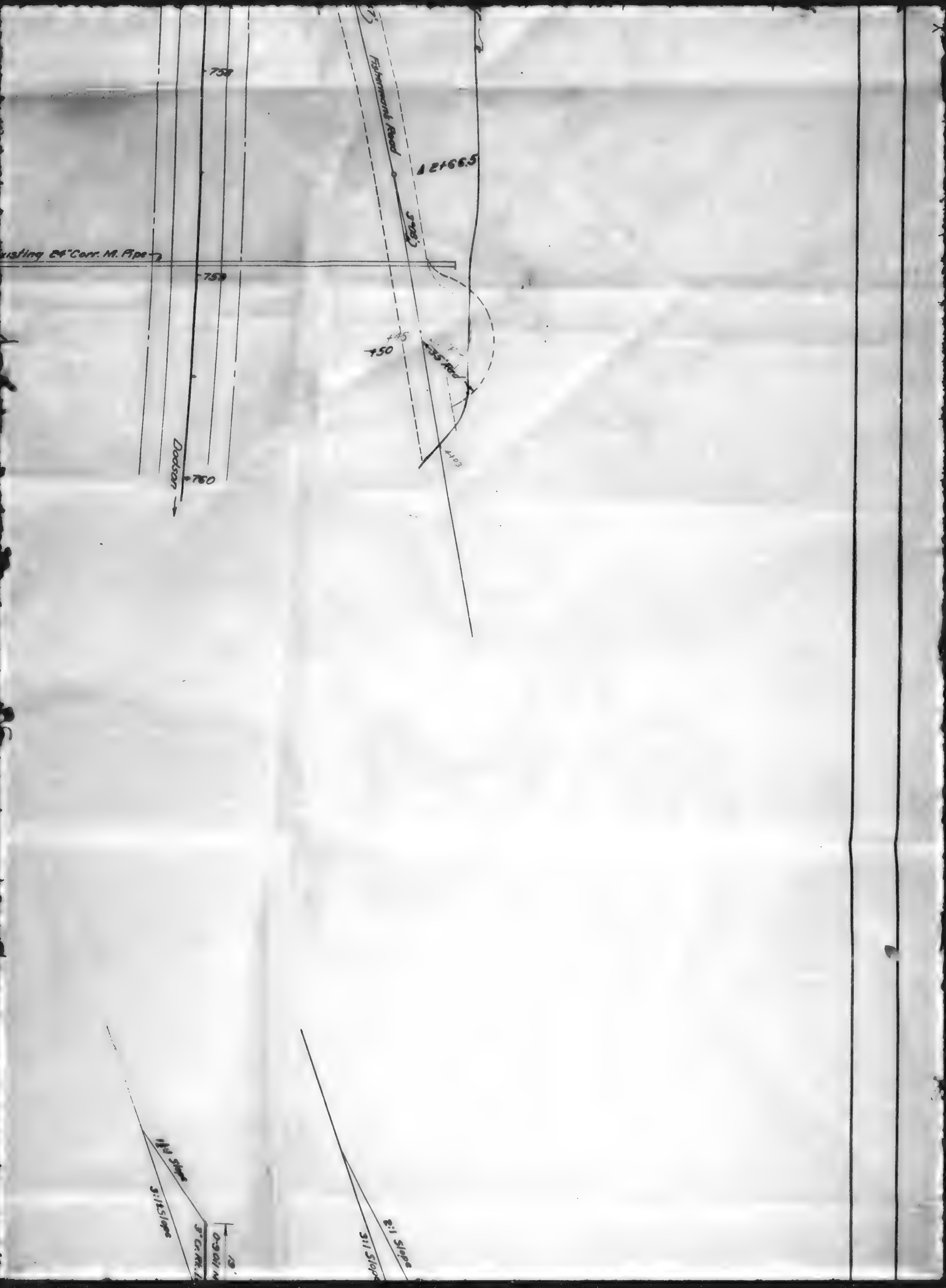
AGS:rl

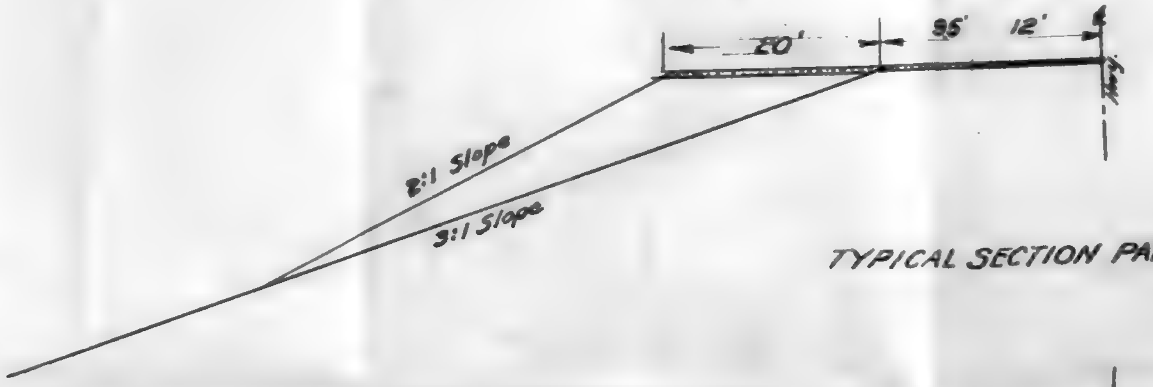
cc: Mr. Lowell Johnston

Enc.

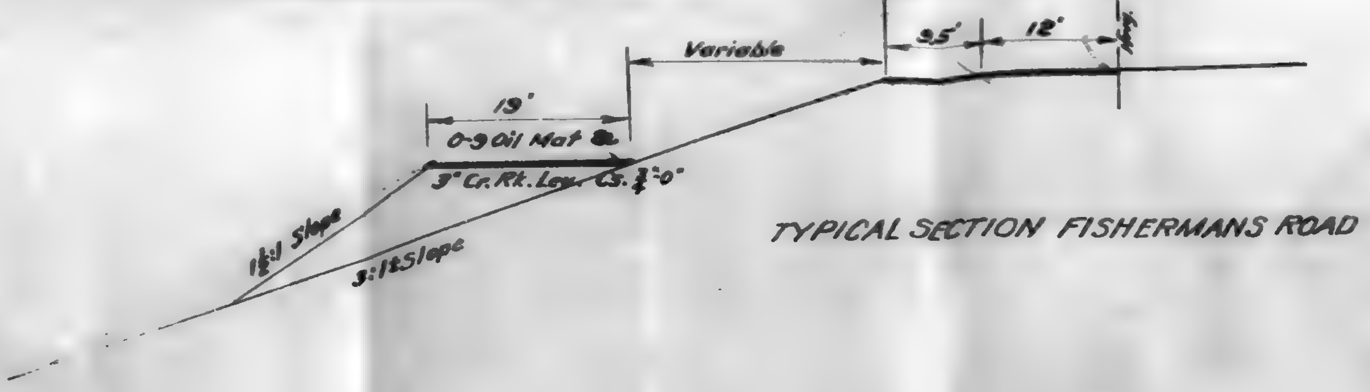
Troutdale
6°
753
+42.5
754
Exist. Shoulder
Edge of Exist. Oil
Proposed
Shoulder
℄ Columbia River Highway
41.5
755
Cr. Rock Surfaced
Parking Area
16°45'
163
755+92.47 P.S.
21.5
120
0+00 = 21.5 Lt 755+92.47
756
757
Proposed 0-9 Oil M
COLUMBIA RIVER


754
Edge of Existg. Oil
Existg. Shoulder
Proposed Shoulder
℄ Columbia River Highway
41.5
755
Cr. Rock Surfaced Parking Area
16.3
16'45
755+92.47 P.S.
21.5
20'
0+00 = 21.5 Lt 755+92.47
756
Proposed 0-9 Oil Mat.
757
Δ 1+52.6
3°47'
Fishermans Road
758
Δ 2+66.5
3°18'
Edge of Water
Existing 24" Corr. M. Pipe
759
+45
+50
35' Rad
Dodson
760
COLUMBIA RIVER

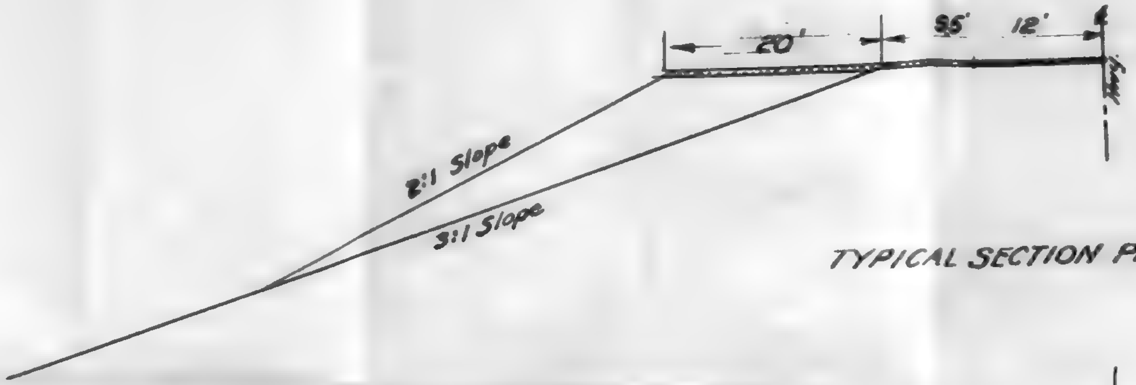

Existing 24" Corr. M. Pipe
759
759
760
Dodson
Fishermans Road
Δ 2+66.5
5' (18')
+45
+50
35' Rad
+103
1½:1 Slope
3:1 2.5 Slope
3" Co. M. L
0-9 Dia M
19'
2:1 Slope
3:1 Slope



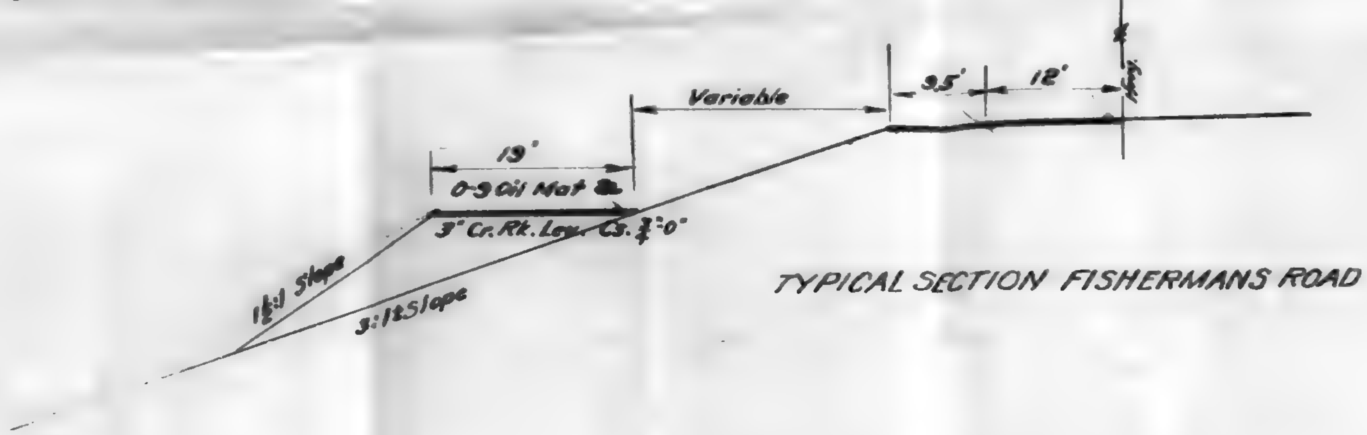
TYPICAL SECTION PARKING AREA



TYPICAL SECTION FISHERMANS ROAD

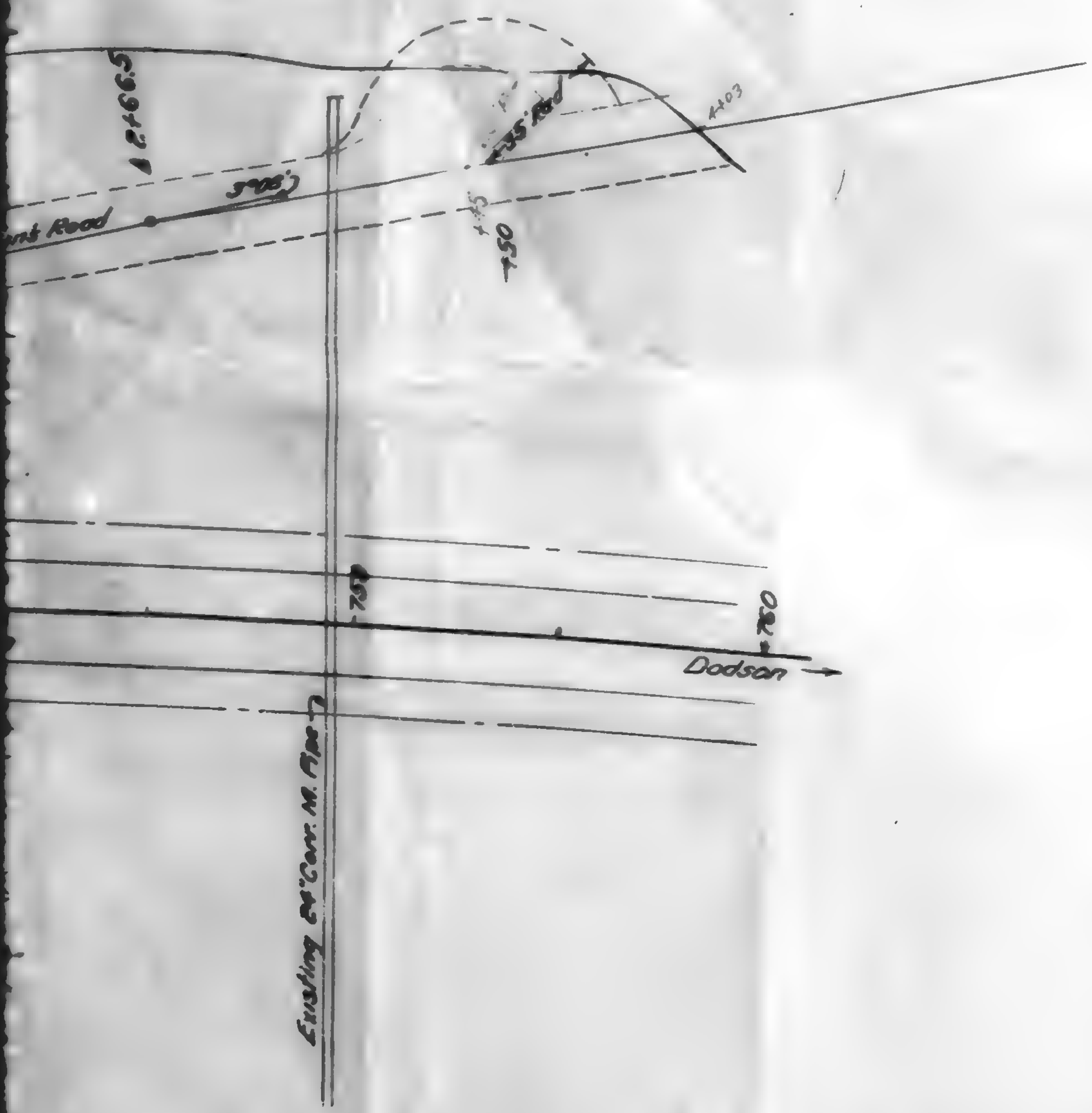


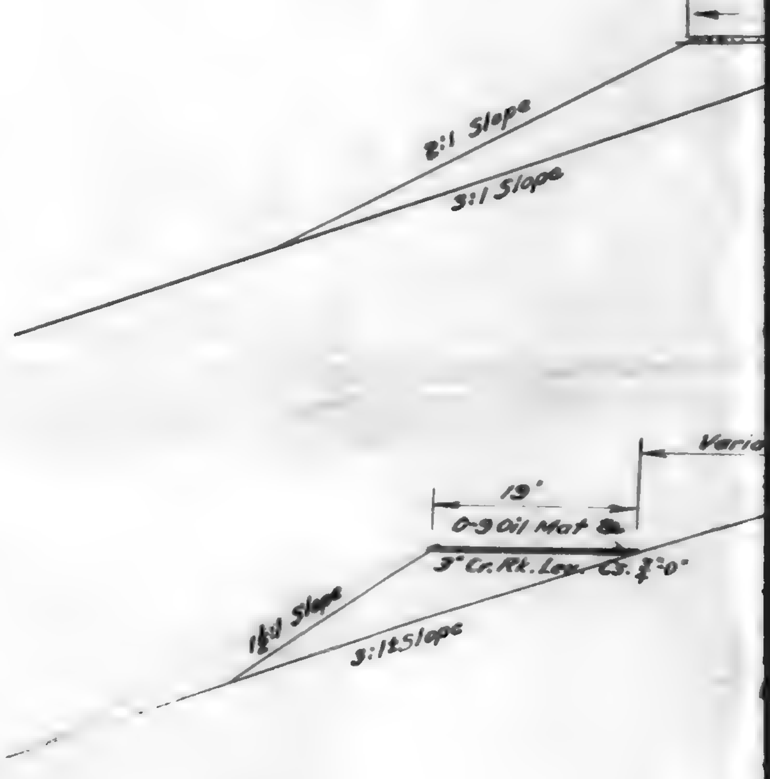
TYPICAL SECTION PARKING AREA



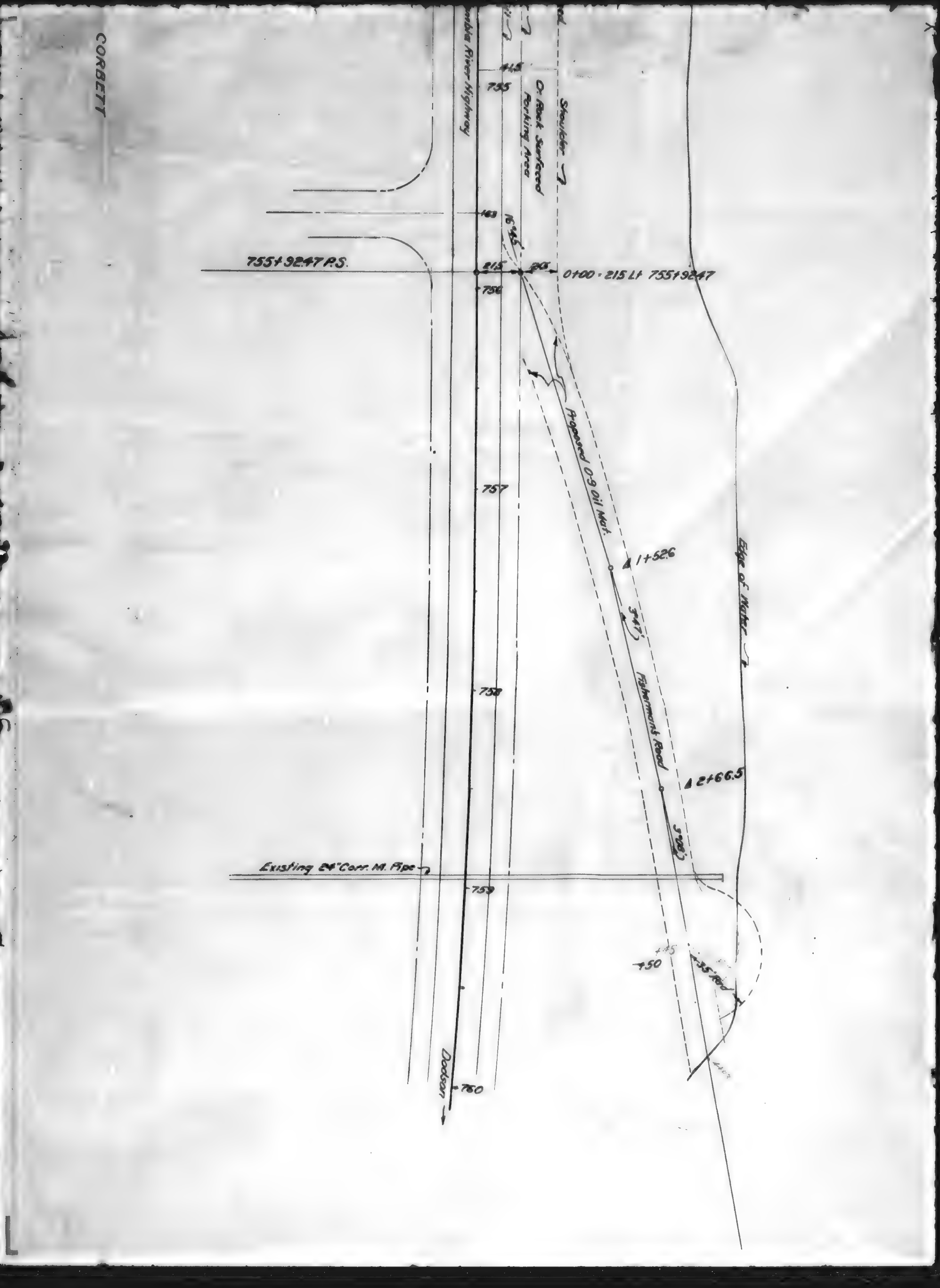
TYPICAL SECTION FISHERMANS ROAD

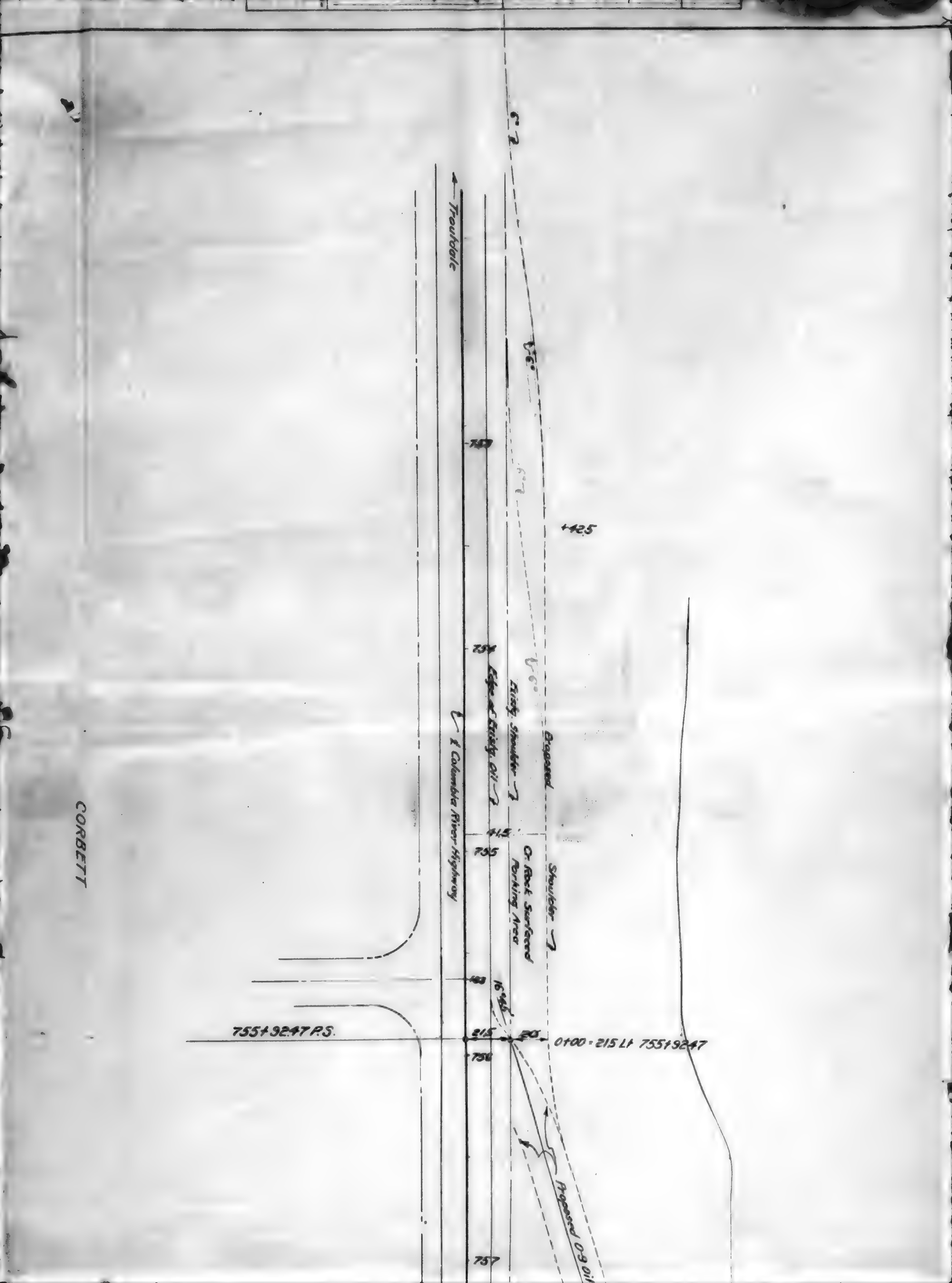
STATE HIGHWAY DEPARTMENT
MAN'S ROAD & PARKING AREA
NEAR CORBETT
UTDALE-DODSON SECTION
LUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY
.A JOHNSTON, RES. ENGR.
SCALE: 1"=50' JULY 21, 1949





OREGON STATE HIGHWAY DEPARTMENT
FISHERMAN'S ROAD & PARKING AREA
NEAR CORBETT
TROUTDALE-DODSON SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY
L.A JOHNSTON, RES. ENGR.
SCALE: 1"=50' JULY 21, 1949


CORBETT
mbia River Highway
Or Rock Surfaced Parking Area
Shoulder
41.5
755
163
16' 41.5
755+92.47 P.S.
21.5
20.0
0+00 = 21.5 Lt 755+92.47
756
Proposed 0-9 Oil Mat.
757
Δ 1+52.6
3°47'
Fishermens Road
758
Δ 2+66.5
3°28'
Edge of Water
Existing 24" Corr. M. Pipe
759
+50
+45
35 Rad
Dodson
760



← Troutdale
753
+42.5
754
℄ Columbia River Highway
Edge of Exist'g Oil
Exist'g Shoulder
Proposed Shoulder
41.5
755
Cr. Rock Surfaced Parking Area
CORBETT
16'
755+92.47 P.S.
21.5
20
0+00 = 21.5 Lt 755+92.47
756
Proposed O-9 Oil
757

RECEIVED
DEC 1[illegible]
FOR FILING

MONTANA
~~OREGON~~
IDAHO
WASHINGTON

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 12, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy of an agreement for Oregon ERI-4(1), Tunnel Point Flood Damage Project on the Columbia River Highway.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
AUG 15 1949
OREGON
STATE HIGHWAY COMMISSION

202

R 2 (Revised 1946)

W68pr 7732

State **Oregon**

Emergency Relief Project No. **ER-4(1)**

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of August, 1949,

by and between **The Oregon State Highway Commission**, constituting

for the purpose hereof, the Highway Department of the State of **Oregon**. hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the **9th** day of **July**, 19**48**, a program, which was approved on the **27th** day of **September**, 19**48**, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the **20th** day of **October**, 19**48**; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of **two thousand, seven hundred and 00/100** dollars ($**2,700.00**) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-6

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 801+00 and survey station 810+00, all in the NE 1/4, Section 26, T. 1 N., R. 4 E., W.M., without exception.

, length 0.157 miles, in Multnomah County,

being Oregon Emergency / Relief project No. ERI-4(1), consisting of 0.157 miles of

roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11870-2

(b) Wherever in this document the terms "Public Roads Administration" and "Federal Works Agency" appear, they shall include or have reference to the Bureau of Public Roads and the General Services Administration, as the context requires, to conform to the Federal Property and Administrative Services Act of 1949, Public Law 152, approved June 30, 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two thousand, seven hundred and 00/100 dollars ($ 2,700.00), which does not exceed the authorized Federal pro rata share of four thousand, four hundred and 00/100 dollars ($ 4,400.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest H W Greany Jr
SECRETARY

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Ben R Chandler

Member, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
U.S. Bureau of Public Roads.

RECEIVED
AUG 12 1949
OREGON DISTRICT

RECEIVED
DEC 19 [illegible]
FOR FILING

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 12, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy of an agreement for Oregon FI-248(14), Troutdale-Dodson Section of the Columbia River Highway in Multnomah County.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
AUG 15 1949
OREGON
STATE HIGHWAY COMMISSION

Tur

rm PR 4 (Revised 1946)

pr 7733

State Oregon

Federal Aid Project No. FI-243(14)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of August, 1949

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of April, 1946, a program, which was approved on the 13th day of June, 1946, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of October, 1948; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred seventy thousand and 00/100 dollars ($270,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 519+50 in the NE 1/4, Section 25, T. 1 N., R. 5 E., W.M.,
and survey station 1452+00 in the NW 1/4, Section 2, T. 1 N., R. 6 E., W.M.,
except stations 521+04.25 to 521+35.75 and 1433+72 to 1439+36,

, length 17.532 miles, in Multnomah County,
being Oregon Federal Aid project No. FI-248(14), consisting of 17.532 miles of
roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Wherever in this document the terms "Public Roads Administration" and "Federal Works Agency" appear, they shall include or have reference to the Bureau of Public Roads and the General Services Administration, as the context requires, to conform to the Federal Property and Administrative Services Act of 1949, Public Law 152, approved June 30, 1949.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 529+50 in the NE 1/4, Section 25, T. 1 N., R. 3 E., W.M., and survey station 1452+00 in the NW 1/4, Section 2, T. 1 N., R. 6 E., W.M., except stations 521+04.25 to 521+35.75 and 1433+72 to 1439+36, length 17.532 miles, in Multnomah County, being Oregon Federal Aid project No. FI-248(14), consisting of 17.532 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Wherever in this document the terms "Public Roads Administration" and "Federal Works Agency" appear, they shall include or have reference to the Bureau of Public Roads and the General Services Administration, as the context requires, to conform to the Federal Property and Administrative Services Act of 1949, Public Law 152, approved June 30, 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred seventy thousand and 00/100 dollars ($270,000.00), which does not exceed the authorized Federal pro rata share of four hundred forty-eight thousand, nine hundred one and 89/100 dollars ($448,901.89), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

RECEIVED
AUG 16 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

71-248 (14)
ER-4 (1)
3082

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE LA 2125

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

August 12, 1949

IN REPLY PLEASE
REFER TO FILE NO

Rogers Construction Company
11760 N.E. Glisan
Portland 16, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

This communication is your authority to discontinue crushing operations at Tunnel Point in connection with your State Highway Contract No. 3082 at the close of the night shift August 13, 1949. The removal of your crushing plant should follow immediately, and the roadway gap now occupied by the plant oiled as soon after as possible, but not later than August 18, 1949.

During the week from August 15th to 19th inclusive the rock shoulders should be shaped and consolidated, and all other work incidental to the project completed by that time, except the production of the maintenance material called for under the contract at Coopey Quarry.

As per our verbal conversation of this date, you agree, not later than May 1st, 1950, to set up a crushing plant at Coopey Quarry, and produce sufficient material to fulfill the quantities of crushed rock in stockpiles as set forth in your contract. With the fulfillment of these obligations your contract will be accepted as of August 19, 1949, other than the stockpiling of the material in Coopey Quarry, as hereabove set forth.

Yours very truly,

F. T. Young

F. T. YOUNG
Assistant Division Engineer

FTY:w
cc: W. C. Williams✓
H. G. Smith
Lowell A. Johnston

RECEIVED
AUG 8 1949
FOR FILING

71-[illegible](14)
3082

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 3, 1949

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Attached is an Order for State Force Work, covering installation of 500 feet of guard rail, and 30 signt posts on the Bridal Veil connection to the new Columbia River Highway. Due to the fact that the Maintenance Department have all necessary materials on hand, it is thought the work could be expedited by State Forces rather than to enter into an agreement with some company that produces this fence material.

The work is to be handled by Strohmeyer's crew, and was started this morning.

Yours very truly,

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.

3082
26-1087

RECEIVED
AUG 1 1949
FOR FILING

71-201 (3)

~~3114~~ 3092

71-248 (14)
ER-4-(1)

Salem, Oregon
July 28, 1949

MEMORANDUM TO

Mr. R. H. Baldock:

Herewith status report of surfacing work on the Columbia River Highway between Troutdale and Bridal Veil.

1. All pavement and/or bituminous macadam was completed as of yesterday between Troutdale and the connection with the old highway at Bridal Veil, with the exception of an approximate half-mile gap at the crusher setup at the tunnel point.

2. The oiling contractor will, next week, construct bituminous macadam at the tunnel point gap, with the exception of 800 feet at the crusher setup.

3. The crushing work will be completed and the plant removed from the tunnel point area about the 12th or 13th of August, and the bituminous macadam on the 800-foot gap will be placed the first of the week beginning August 15. With the exception of the final seal, this is only one day's job.

From the above, it appears that the opening date of August 20 will be met.

W. C. Williams

RECEIVED
JUN 8 [illegible]
FOR FILING

ER-4 (1)
248 (14)

April 29, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Tunnel Point Section, Project No. ER-4 (1).

Very truly yours, [illegible]

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]:cw

Encl.

Oregon State Highway Department   Emergency Relief Project No. ER-4 (1)

TUNNEL POINT FLOOD DAMAGE PROJECT

ON THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 11, 1949

(Sta. 801+00 to 810+00)

8,000 cu. yds.	Rock Embankment	$ 0.50	$ 4,000.00
		Subtotal	$ 4,000.00
		10% Engr. & Cont.	400.00
		Total	$ 4,400.00

Length	0.157 mile
Cost per mile	$28,025.47

Federal Emergency Relief Funds- -$ 2,700.00
State Funds- 1,700.00

$ 4,400.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

October 20, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project ER-4(1), Tunnel Point Flood Damage Section on the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
OCT 22 1948
OREGON
STATE HIGHWAY COMMISSION

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX [illegible]
PORTLAND 8, OREGON

October 21, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the sketch map for Oregon Emergency Relief Project No. ER-4(1) on the Troutdale-Dodson Section of the Columbia River Highway.

Very truly yours,

W. H. LYNCH
Division Engineer

By: Caufield
L. J. Caufield
Principal Highway Engineer

RECEIVED
OC[illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

⑦

Oregon State Highway Department — Emergency Relief Project No. ER-4(1)

TUNNEL POINT FLOOD DAMAGE PROJECT
ON THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October ~~15~~ 18, 1948

(Sta. 801+00 to 810+00)

8,000 cu. yds. Rock Embankment		$ ~~1.00~~ 1.50	~~$8,000.00~~ 12,000.00
	Subtotal		~~$8,000.00~~ 12,000.00
	10% Engr. & Cont.		~~800.00~~ 1,200.00
	Total		~~$8,800.00~~ 13,200.00
Length	0.170 mile		
Cost per mile	~~$51,764.70~~ 77,647.06		

Federal Emergency Relief Funds- -	~~$5,460.00~~ 8,180.00
State Funds- -	~~3,340.00~~ 5,020.00
	~~$8,800.00~~ 13,200.00

TUNNEL POINT FLOOD DAMAGE PROJECT

EMERGENCY RELIEF PROJECT NO. ER-4 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

October 15, 1948

Oregon State Highway Department Emergency Relief Project No. ER-4 (1)

TUNNEL POINT FLOOD DAMAGE PROJECT
ON THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 18, 1948

(Sta. 801+00 to 810+00)

8,000 cu. yds.	Rock Embankment	$1.50	$12,000.00
	Subtotal		$12,000.00
	10% Engr. & Cont.		1,200.00
	Total		$13,200.00

Length	0.170 mile
Cost per mile	$77,647.06

Federal Emergency Relief Funds- -	$ 8,180.00
State Funds -	5,020.00
	$13,200.00

RECEIVED

FOR FILING

71-248 (14)

April 29, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Troutdale-Dodson Section, Project No. FI-248 (14).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]

Encl.

Oregon State Highway Department Federal Aid Project No. FI-248 (14)

TROUTDALE-CORBETT SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 11, 1949

Code No. 5251

2-Lane Pavement (Sta. 519+50 to 1216+64)
(Sta. 1256+81.4 to 1452+00)

All Required		Clearing and Grubbing		$ 2,000.00
10	cu. yds.	Structural Excavation, Unclassified	$ 4.00	40.00
15,000	cu. yds.	General Excavation, Unclassified	1.00	15,000.00
0.32	mile	Finishing Roadbed and Slopes	600.00	192.00
700	lin. ft.	Rounding Cutbanks	0.20	140.00
10	lin. ft.	18" Corr. Metal Pipe	3.50	35.00
190	cu. yds.	Class "A" Concrete in Paving Slab	45.00	8,550.00
200	lbs.	Metal Reinforcement	0.15	30.00
7,700	cu. yds.	2½" - 0" Rock in Leveling Course	1.40	10,780.00
58,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.30	75,400.00
336,000	yd. mi.	Hauling Base Materials	0.10	33,600.00
1,500	M-gal.	Sprinkling	2.00	3,000.00
16.78	miles	Preparation of Base	100.00	1,678.00
29,700	cu. yds.	Furnishing and Placing Aggregates	3.25	96,525.00
2,070	tons	Furnishing and Placing 121-150 Asphalt	33.00	68,310.00
500	tons	Furnishing and Placing RT-4 Tar in Binder Course	27.00	13,500.00
			Subtotal	$328,780.00
			10% Engr. & Cont.	32,878.00
			Total	$361,658.00

Length of Roadway	16.779 miles
Length of Structures	0.113 mile (Exception)
Cost per mile, Roadway	$21,554.20

Code No. 5251

4-Lane Pavement (Sta. 1216+64 to 1256+81.4)

820	cu. yds.	Structural Excavation, Unclassified	$ 4.00	$ 3,280.00
260	lin. ft.	18" Corr. Metal Pipe	3.50	910.00
1,300	lin. ft.	8" Sewer Pipe	1.50	1,950.00

510	lin. ft.	10" Sewer Pipe	$ 1.75	$ 892.50
400	lin. ft.	12" Sewer Pipe	2.00	800.00
16	only	Concrete Inlets	100.00	1,600.00
1	only	Type "A" Manholes	400.00	400.00
1	only	Type "B" Manholes	300.00	300.00
10	cu. yds.	Concrete Curbs	70.00	700.00
190	sq. yds.	4" Concrete Walks	4.00	760.00
130	lin. ft.	1¼" Water Pipe	0.70	91.00
350	lin. ft.	2½" Water Pipe	1.25	437.50
All Required		Shoring, Cribbing, Etc.		500.00
1,000	cu. yds.	Excavation for Structure	1.50	1,500.00
50	cu. yds.	Excavation Below Elevations Shown	6.00	300.00
190	cu. yds.	Class "A" Concrete in Pedestrian Undercrossing	95.00	18,050.00
23,000	lbs.	Metal Reinforcement	0.15	3,450.00
180	lin. ft.	3" Pipe Rail	4.00	720.00
600	sq. yds.	Membrane Waterproofing	2.50	1,500.00
1,200	sq. ft.	Tile Facing	2.50	3,000.00
All Required		Electrical Work		700.00
1,000	lin. ft.	1" Electrical Conduit	0.70	700.00
550	lin. ft.	1¼" Electrical Conduit	1.00	550.00
2	only	Metal Junction Boxes	30.00	60.00
6,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.30	7,800.00
50,000	yd. mi.	Hauling Base Materials	0.10	5,000.00
1,500	M-gal.	Sprinkling	2.00	3,000.00
0.75	mile	Preparation of Base	100.00	75.00
3,300	cu. yds.	Furnishing and Placing Aggregates	3.25	10,725.00
230	tons	Furnishing and Placing 121-150 Asphalt	33.00	7,590.00
73	tons	Furnishing and Placing RT-4 Tar in Binder Course	27.00	1,971.00
			Subtotal	$ 79,312.00
			10% Engr. & Cont.	7,931.20
			Total	$ 87,243.20

Length 0.753 mile
Cost per mile $115,860.82

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
2-Lane Pavement	$361,658.00	$217,526.00	$144,132.00
4-Lane Pavement	87,243.20	52,474.00	34,769.20
	$448,901.20	$270,000.00	$178,901.20

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. FI-248 (14)

TROUTDALE-DODSON SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 18, 1948

2-Lane Pavement (Sta. 519+50 to 1216+64) (Sta. 1256+81.4 to 1452+00) Code No. 5251

All Required		Clearing and Grubbing		$ 1,000.00
10	cu. yds.	Structural Excavation, Unclassified	$ 3.00	30.00
15,000	cu. yds.	General Excavation, Unclassified	1.35	20,250.00
0.32	mile	Finishing Roadbed and Slopes	200.00	64.00
700	lin. ft.	Rounding Cutbanks	0.20	140.00
10	lin. ft.	18" Corr. Metal Pipe	3.50	35.00
190	cu. yds.	Class "A" Concrete in Paving Slab	50.00	9,500.00
200	lbs.	Metal Reinforcement	0.11	22.00
7,700	cu. yds.	2½" - 0" Rock in Leveling Course	1.75	13,475.00
58,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.85	107,300.00
336,000	yd. mi.	Hauling Base Materials	0.15	50,400.00
1,500	M-gals.	Sprinkling	3.00	4,500.00
16.78	miles	Preparation of Base	200.00	3,356.00
29,700	cu. yds.	Furnishing and Placing Aggregates	3.50	103,950.00
2,070	tons	Furnishing and Placing 121-150 Asphalt	38.00	78,660.00
410	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	38.00	15,580.00
500	tons	Furnishing and Placing RT-4 Tar in Binder Course	32.00	(Alternate)
			Subtotal	$408,262.00
			10% Engr. & Cont.	40,826.20
			Total	$449,088.20

Length of Roadway 16.780 ~~16.774~~ miles
Length of Structures 0.113 ~~0.118~~ mile (Exception)
Cost per mile, Roadway $26,772.87

4-Lane Pavement (Sta. 1216+64 to 1256+81.4) Code No. 5251

820	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 2,460.00
260	lin. ft.	18" Corr. Metal Pipe	3.50	910.00

1,300	lin. ft.	8" Sewer Pipe	$ 1.00	$ 1,300.00
510	lin. ft.	10" Sewer Pipe	1.50	765.00
400	lin. ft.	12" Sewer Pipe	2.00	800.00
16	only	Concrete Inlets	50.00	800.00
1	only	Type "A" Manholes	200.00	200.00
1	only	Type "B" Manholes	175.00	175.00
10	cu. yds.	Concrete Curbs	50.00	500.00
190	sq. yds.	4" Concrete Walks	3.00	570.00
130	lin. ft.	1½" Water Pipe	1.00	130.00
350	lin. ft.	2½" Water Pipe	2.00	700.00
All Required		Shoring, Cribbing, Etc.		500.00
1,000	cu. yds.	Excavation For Structure	2.00	2,000.00
50	cu. yds.	Excavation Below Elevations Shown	5.00	250.00
190	cu. yds.	Class "A" Concrete in Pedestrian Undercrossing	60.00	11,400.00
23,000	lbs.	Metal Reinforcement	0.11	2,530.00
180	lin. ft.	3" Pipe Rail	6.00	1,080.00
600	sq. yds.	Membrane Waterproofing	4.00	2,400.00
1,200	sq. ft.	Tile Facing	2.00	2,400.00
All Required		Electrical Work		400.00
1,000	lin. ft.	1" Electrical Conduit	0.60	600.00
550	lin. ft.	1½" Electrical Conduit	0.80	440.00
2	only	Metal Junction Boxes	25.00	50.00
6,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.85	11,100.00
50,000	yd. mi.	Hauling Base Materials	0.15	7,500.00
1,500	M-gals.	Sprinkling	3.00	4,500.00
0.75	mile	Preparation of Base	200.00	150.00
3,300	cu. yds.	Furnishing and Placing Aggregates	3.50	11,550.00
230	tons	Furnishing and Placing 121-150 Asphalt	38.00	8,740.00
60	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	38.00	2,280.00
73	tons	Furnishing and Placing RT-4 Tar in Binder Course	32.00	(Alternate)
			Subtotal	$ 79,180.00
			10% Engr. & Cont.	7,918.00
			Total	$ 87,098.00

Length	0.753 mile
Cost per mile	$115,667.99

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
2-Lane Pavement	$449,088.20	$171,700.00	$277,388.20
4-Lane Pavement	87,098.00	33,300.00	53,798.00
	$536,186.20	$205,000.00	$331,186.20

Oregon State Highway Department

Federal Aid Project
No. FI-248 (14)

TROUTDALE-DODSON SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October ~~15~~ 18, 1948

2-Lane Pavement (Sta. 519+50 to 1216+64)
(Sta. 1256+81.4 to 1452+00) Code No. 5251

	All Required	Clearing and Grubbing		$ 1,000.00	
	10 cu. yds.	Structural Excavation, Unclassified	$ 3.00	30.00	
	15,000 cu. yds.	General Excavation, Unclassified	1.35	20,250.00	
.32	~~16.78~~ miles	Finishing Roadbed and Slopes	200.00	~~3,356.00~~	64.00
	700 lin. ft.	Rounding Cutbanks	0.20	140.00	
	10 lin. ft.	18" Corr. Metal Pipe	3.50	35.00	
	190 cu. yds.	Class "A" Concrete in Paving Slab	50.00	9,500.00	
	200 lbs.	Metal Reinforcement	0.11	22.00	
	7,700 cu. yds.	2½" - 0" Rock in Leveling Course	1.75	13,475.00	
	58,000 cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.85	107,300.00	
	336,000 yd. mi.	Hauling Base Materials	0.15	50,400.00	
	1,500 M-gals.	Sprinkling	3.00	4,500.00	
	16.78 miles	Preparation of Base	200.00	3,356.00	
	29,700 cu. yds.	Furnishing and Placing Aggregates	3.50	103,950.00	
	2,070 tons	Furnishing and Placing 121-150 Asphalt	38.00	78,660.00	
	410 tons	Furnishing and Placing RC-3 Asphalt in Binder Course	38.00	15,580.00	
	500 tons	Furnishing and Placing RT-4 Tar in Binder Course	32.00	(Alternate)	
		Subtotal		~~$411,554.00~~	408,262.0
		10% Engr. & Cont.		~~41,155.40~~	40,826.2
		Total		~~$452,709.40~~	449,088.2

Length of Roadway	16.774 miles
Length of Structures	0.118 mile (Exception)
Cost per mile, Roadway	~~$26,988.75~~ 26,772.87

4-Lane Pavement (Sta. 1216+64 to 1256+81.4) Code No. 5251

820 cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 2,460.00
~~0.75 mile~~	~~Finishing Roadbed and Slopes~~	~~200.00~~	~~150.00~~

260	lin. ft.	18" Corr. Metal Pipe	$ 3.50	$ 910.00
1,300	lin. ft.	8" Sewer Pipe	1.00	1,300.00
510	lin. ft.	10" Sewer Pipe	1.50	765.00
400	lin. ft.	12" Sewer Pipe	2.00	800.00
16	only	Concrete Inlets	50.00	800.00
1	only	Type "A" Manholes	200.00	200.00
1	only	Type "B" Manholes	175.00	175.00
10	cu. yds.	Concrete Curbs	50.00	500.00
190	sq. yds.	4" Concrete Walks	3.00	570.00
130	lin. ft.	1½" Water Pipe	1.00	130.00
350	lin. ft.	2½" Water Pipe	2.00	700.00
All Required		Shoring, Cribbing, Etc.		500.00
1,000	cu. yds.	Excavation For Structure	2.00	2,000.00
50	cu. yds.	Excavation Below Elevations Shown	5.00	250.00
190	cu. yds.	Class "A" Concrete in Pedestrian Undercrossing	60.00	11,400.00
23,000	lbs.	Metal Reinforcement	0.11	2,530.00
180	lin. ft.	3" Pipe Rail	6.00	1,080.00
600	sq. yds.	Membrane Waterproofing	4.00	2,400.00
1,200	sq. ft.	Tile Facing	2.00	2,400.00
All Required		Electrical Work		400.00
1,000	lin. ft.	1" Electrical Conduit	0.60	600.00
550	lin. ft.	1¼" Electrical Conduit	0.80	440.00
2	only	Metal Junction Boxes	25.00	50.00
6,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.85	11,100.00
50,000	yd. mi.	Hauling Base Materials	0.15	7,500.00
1,500	M-gals.	Sprinkling	3.00	4,500.00
0.75	mile	Preparation of Base	200.00	150.00
3,300	cu. yds.	Furnishing and Placing Aggregates	3.50	11,550.00
230	tons	Furnishing and Placing 121-150 Asphalt	38.00	8,740.00
60	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	38.00	2,280.00
73	tons	Furnishing and Placing RT-4 Tar in Binder Course	32.00	(Alternate)

Subtotal	$ ~~79,330.00~~	79,180.00
10% Engr. & Cont.	~~7,933.00~~	7,918.00
Total	$ ~~87,263.00~~	87,098.00

Length 0.753 mile

Cost per mile ~~$115,887.11~~ 115,667.99

SUMMARY OF FUNDS

Item	Total Cost		Federal Aid Funds		State Funds	
2-Lane Pavement	~~$452,709.40~~	449,088.20	~~$171,871.00~~	171,700.00	~~$280,839.40~~	277,388.20
4-Lane Pavement	~~87,263.00~~	87,098.00	~~33,129.00~~	33,300.00	~~54,134.00~~	53,798.00
	~~$539,972.40~~ 536,186.20		$205,000.00		~~$334,973.40~~ 331,186.20	

TROUTDALE-DODSON SECTION

PROJECT NO. FI-248 (1A)

All neccessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

October 18, 1948
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous Program)

August 13, 1948
(Date of Approval)

COUNTY Multnomah

FA or FAS Route No. FA 1

	Item No.	Project No.	Termini	Project Cost Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	59	FI-248 (14)	Sandy River to Dodson	Survey-Plans					
				Right-of-Way					2-lane intermediate-type surfacing
				Construction	410,000	205,000	205,000		
				Total	410,000	205,000	205,000	17.710	
Requested Revision	59	FI-248 (14)	Same	Survey-Plans					16.775 miles 2-lane intermediate-type surfacing 0.753 mile 4-lane intermediate-type surfacing Pedestrian over crossing
				Right-of-Way		320,000 *	216,186 *		
				Construction	536,186	~~205,000~~	~~331,186~~		
				Total	536,186	~~205,000~~ 320,000	~~331,186~~ 216,186	17.527	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change:

Recommended for approval ______________ District Engineer ______ (date)

Recommended: ______________ Division Engineer ______ (date)

State Highway Engineer 10/18/48 (date)

Approved: ______________ Acting Commissioner ______ (date)

* Tom Davis made this change - advised Probert by phone 10/20/48

P-3868

PR-9 ⑨

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

Oct 18 1948
(Date)

The following major program change of the individual project is requested:

Oregon (State) — Postwar Federal Aid Primary Highway Program (Previous Program) — Aug 13 1948 (Date of Approval)

COUNTY Multnomah

FA or FAS Route No. FA 1

	Item No.	Project No.	Termini	Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	59.	FI-248(14)	Sandy River to Dodson	Survey-Plans					2-lane intermediate-type surfacing
				Right-of-Way					
				Construction	410,000	205,000	205,000		
				Total	410,000	205000	205,000	17.710	
Requested Revision	59	FI-248(14)	Same	Survey-Plans					16.775 miles 2-lane intermediate type surf. 0.753 miles, 4-lane intermediate type surf.
				Right-of-Way					
				Construction	536,186 ~~539993~~	205000	331,186 ~~205000~~		
				Total	536,186 ~~539993~~	205000	331,186 ~~205000~~	17.527	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change:

Recommended for approval ______ District Engineer ______ (date) Recommended: ______ Division Engineer ______ (date)

State Highway Engr. 10/18/48 Approved: ______ Acting Commissioner ______ (date)

P-3868

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

October 20, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project FI-248(14), Troutdale - Dodson Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending approval of program change which was recommended for approval October 20, 1948.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
OCT [illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

October 20, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project FI-248(14), Troutdale - Dodson Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending approval of program change which was recommended for approval October 20, 1948.

Very truly yours,

T. H. DAVIS
District Engineer.

October 15, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement each for Projects Nos. FI-248 (14) and ER-4 (1), Troutdale-Dodson Section.

Twelve bid proposals and one copy of full size plans are being sent under separate cover.

Copies of PR-8 covering program change with regard to the section of four lane pavement will be sent to you the first of next week.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cw

Encl.

October 15, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement each for Projects Nos. FI-248 (14) and ER-4 (1), Troutdale-Dodson Section.

Twelve bid proposals and one copy of full size plans are being sent under separate cover.

Copies of PR-9 covering program change with regard to the section of four lane pavement will be sent to you the first of next week.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cw

Encl.

October 21, 1948

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing twelve copies of page 20 of the special provisions for the Troutdale-Dodson Section, Project No. FI-248 (14).

A clause relating to the application temperature for emulsified asphalt has been added.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.
SA:md

RECEIVED
JAN 21 1949
FOR FILING

FI-248(14) +
ER-4(1)
3082

January 20, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on January 17, 1949 on Contract No. 3082, Troutdale-Dodson Section in connection with Federal Aid Project No. FI-248 (14) and ER-4 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EBP:md

RECEIVED
DEC 9 1948
FOR FILING

71-248(14)ER-4(1

[illegible]

December 8, 1948

Rogers Construction Co.
11760 N. E. Glisan Street
Portland 16, Oregon

Gentlemen:

We enclose herewith fully executed copies of two contracts which were awarded to you by the State Highway Commission on November 4, 1948, as follows:

Contract No. 3076, covering rock production on the Arlington Section of the Columbia River and John Day Highways, in Gilliam and Morrow Counties.

Contract No. 3082, covering surfacing on the Troutdale-Dodson Section of the Columbia River Highway, in Multnomah County.

These copies are for your records and files. An executed copy of each contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded

RECEIVED
NOV - 8 1948
FOR FILING

7248(14)-ER4(1)

November 5, 1948

Rogers Construction Company
Route 15, Box 231
Portland, Oregon

Gentlemen:

The State Highway Commission on November 4 awarded you the contract for grading, surfacing, and furnishing crushed rock in stockpiles on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County. This award was based on your low bid of $462,697 using tar and submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

dr

cc - Mr. S. H. Probert

RECEIVED
JUL 9
FOR FILING
FI-248 (14)

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

November 5, 1948

REFERRED TO
Mr. Probert
By Chief Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

An approved copy of the PR-9 dated October 20, 1948 requesting a program change of Item 59, project FI-248(14), Postwar Federal-aid Primary Highway Program is attached. This action is dated October 28, 1948, and signed by L. S. Tuttle, Acting Commissioner.

Very truly yours,

T. M. DAVIS
District Engineer

Encl.

RECEIVED
NOV 9 1948
OREGON
STATE HIGHWAY COMMISSION

I

PR-9

Division Engineer
Thru: Western Hghts.

PUBLIC ROADS ADMINISTRATION

REQUEST FOR APPROVAL OF INDIVIDUAL PROGRAM CHANGE

COMMISSIONER:
ATTENTION—PROGRAM SECTION

October 20, 1948
(Date)

The following major program change of the individual project is requested:

Oregon (State) — Postwar Federal Aid Primary Highway Program (Previous program) — Pending (Date of approval)

County Multnomah

FA or ~~FAS~~ Route No. 1

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				CLASS OF WORK	TOTAL COST	FEDERAL FUNDS	STATE FUNDS		
Item as now programmed	59	FI-248(14)	Sandy River to Dodson	Survey plans					
				Right-of-way					
				Construction	410,000	205,000	205,000		2-lane intermediate-type surfacing
				Total	410,000	205,000	205,000	17.710	
Requested revision	59	FI-248(14)	Same	Survey plans					16.779 miles 2-lane intermediate-type surfacing 0.753 mile 4-lane intermediate-type surfacing Pedestrian underpass
				Right-of-way			216 186		
				Construction	536,186	320,000	331,186		
				Total	536,186	320,000	331,186 216,186	17.532	

Program balance subsequent to approval of this and previously recommended changes is: $ 3,292,817.

Reason for change: 0.753 mile, 2 lane changed to 4 lane and pedestrian underpass added. Also Federal funds increased to more nearly reflect the permissible Federal cooperation.

Bids will be opened November 4 and telegraphic advice of action taken is requested.

Recommended for approval ________ District Engineer. Oct. 20, 1948 (Date)

Recommended: ________ Actg Division Engineer. 10/21/48 (Date)

Approved: ________ Acting Commissioner. ________ (Date)

P-5000

C. P.

RECEIVED
DEC 21 1948
FOR FILING

OREGON DISTRICT
FI-248(14) +
ER-4(1)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

November 4, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Projects FI-248(14) and ER-4(1), Troutdale-Dodson Section of the Columbia River Highway to Rogers Construction Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
NOV 9 1948
OREGON
STATE HIGHWAY COMMISSION

34-1056 Barnes Road-Multnomah County 1948
Line Section Sunset Hwy.

3083

RECEIVED
[illegible]
FOR FILING

34-1056
3083

Vou. 22677

Coast Construction Co.
(Contractor)

Contract No. 3083 Est.No. 5 final

Warrant No. 366069 Date 1/13/50
1,927.30

The above warrant in payment of FINAL ESTIMATE on above contract has been received and will be held by the Accounting Division until authority to release is received.

Accepted

Time Extensions

Claims:

Remarks:

Date:

Release of the above warrant is hereby authorized.

Warrant mailed, (date) JAN 18 1950

Final est. above released by HBG's approval in letter ~~[illegible]~~ Halsoke 1-17-50
aas

2677

Construction Co.
(Contractor)

ct No. 3083 Est.No. 5-final

t No. 366069 Date 1/13/50
0

ove warrant in payment of FINAL
TE on above contract has been
ed and will be held by the
ting Division until authority
ease is received.

ed 12-19-49

xtensions To 11-15-49 [illegible]

: ~~None outstanding~~

ks:
[illegible] may release warrant
[unt]il further advised.
[illegible] of surety)
H M Fleming Jr

Without Penalty

1-17-50

se of the above warrant is
y authorized.

nt mailed, (date)

RECEIVED
JAN 16 1950
FOR FILING

34-105-6

3083

NOTED
H. B. GLAISYER

9:15 AM 1-13-50

Mr. Baldwin with Ohio Casualty Co. phoned. He asked that final payment to Coast Constrn Co. be held up as Rich & Sons Nursery have just advised him that Coast owes them about $900 —

Called Taylor at Acc Div. they will hold up final payment which is not yet to warrant stage. Baldwin says ok to release semi-final which will go out today.

F.Q.

wrote memo to Hawke re final pay't.

ECEIVED
HOWARD SLONECKER, PRESIDENT
JAN 26 1950
FOR FILING

MARTIN J. WYS, SECRETARY

THE
OHIO CASUALTY INSURANCE COMPANY

NEIL BALDWIN, MANAGER

CLAIM DEPARTMENT
200 WOODLARK BUILDING
PORTLAND 5, OREGON

TELEPHONE
ATWATER 8611

34-10 56
3083

Jan. 11, 1950

NOTED
F. QUERY

Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. Glaisyer

Dear Mr. Glaisyer:

Re: Ore Bond 7428
W. D. Redeman dba Coast
Construction Co.

We have a copy of the letter addressed to you from Gay & Starr advising that Mr. Redeman has paid the claim of Edgerton Landscape Service, Inc., in full and had released Mr. Redeman and the Coast Construction Company of all claims.

It will be in order, therefore, for you to make the final payment without giving further consideration to the claim of Edgerton.

We want to take this opportunity to thank you for your courtesy in this regard.

With kind regards, I am.

Yours very truly,
OHIO CASUALTY INSURANCE COMPANY

Neil Baldwin
Neil Baldwin

NB:FE
cc Home Office

RECEIVED
JAN 13 1950
OREGON
STATE HIGHWAY COMMISSION

noted,
gl

RECEIVED
JAN 19 1950
FOR FILING

Files

[illegible] Lewis

34-1056

3083

Salem, Oregon
January 17, 1950

Memorandum to M. H. Hawke

We have today received a letter from the Ohio Casualty and Insurance Company who furnished the bond for the Coast Construction Company Contract 3083 in which they advise as follows:

"I have today checked and found that Rich & Sons Nursery claim for materials has been satisfied by a check from Mr. Redeman, and there is no need for any further delay in payment to Mr. Redeman. * * * *

Final payment on this contract may now be made.

Secretary

FAQ:md

NOTED ON CARD

1-17-50 gc

RECEIVED
JAN 19 1950
FOR FILING

Fil-2

Mrs Lewis

January 17, 1950

Ohio Casualty and Insurance Company
200 Woodlark Building
Portland 5, Oregon

Attention: Neil Baldwin, Manager

Gentlemen:

This is to acknowledge your letter of January 13 in which you requested that finaly payment on Contract 3083 be withheld until you had determined the validity of the claim presented by Rich and Sons Nursery.

We also wish to acknowledge your subsequent letter of January 16 advising that this claim had been checked and that you had found that it had been paid by the Coast Construction Company. In compliance with this latter letter we are therefore releasing final payment.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

1-17-50 gl

SLONEKER, PRESIDENT

MARTIN J. WYS, SECRETARY

THE
OHIO CASUALTY INSURANCE COMPANY

NEIL BALDWIN, MANAGER

CLAIM DEPARTMENT
200 WOODLARK BUILDING
PORTLAND 5, OREGON

TELEPHONE
ATWATER 8611

Jan. 16, 1950

Oregon State Highway Commission
Salem, Oregon

ATTENTION: H. B. Glaisyer
Secretary

Dear Mr. Glaisyer:

Re: Ore Bond 7428
W. D. Redeman dba Coast
Construction Co.

I have today checked and found that Rich & Sons Nursery claim for materials has been satisfied by a check from Mr. Redeman, and there is no need for any further delay in payment to Mr. Redeman.

Again thanking you for your cooperation, I am

Yours very truly,
OHIO CASUALTY INSURANCE COMPANY

Neil Baldwin
Neil Baldwin

NB:FE

RECEIVED [illegible]

1-17-50 [illegible]

SLONEKER, PRESIDENT
MARTIN J. WYS, SECRETARY

THE
OHIO CASUALTY INSURANCE COMPANY

NEIL BALDWIN, MANAGER
CLAIM DEPARTMENT
200 WOODLARK BUILDING
PORTLAND 5, OREGON
TELEPHONE
ATWATER 8611

Jan. 13. 1950

Oregon State Highway Commission
Salem, Oregon

ATTENTION: H. B. Glaisyer
Secretary

Dear Mr. Glaisyer:

Re: Ore Bond 7428
W. D. Redeman dba Coast
Construction Co.

This will confirm a conversation I had with your office this morning relative to the above bond.

A claim is being presented by Rich & Sons Nursery. I would appreciate your holding final payments until I can investigate and determine whether or not it is a just claim.

Yours very truly,

OHIO CASUALTY INSURANCE COMPANY

Neil Baldwin

Neil Baldwin

NB:FE

RECEIVED
JAN 1[illegible]
STATE HIGHWAY COMMISSION

Query

1-16-50 gl

NOTED
F. QUERY

[illegible] final payment until notified
[illegible]

Mrs Lewis

Salem, Oregon
January 13, 1950

Final Payment
Contract 3083

Memorandum to W. H. Hawke

To confirm my conversation with Mr. Don Taylor concerning final payment on Contract 3083 to the Coast Construction Company, please withhold the final payment warrant until further advised.

Floyd Query
Assistant Secretary

FAQ:md

[illegible]

1-13-50 gl

RECEIVED
FOR FILING

Mrs Lewis

January 11, 1950

Gay & Starr
Attorneys at Law
725 Failing Building
Portland 4, Oregon

Attention: Mr. James S. Gay, Jr.

Gentlemen:

We acknowledge with thanks your letter of January 10 advising that the claim of the Edgerton Landscape Service, Inc. has been paid in full by the Coast Construction Company and that all claims are released against the Coast Construction Company in connection with our Contract 3083.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
1-11-50 gs

GAY & STARR
ATTORNEYS AT LAW
725 FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 8272

January 10, 1950.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Referring to our letter of December 2, 1949, relative to the claim of the Edgerton Landscape Service, Inc., concerning the account of Mr. W. R. Redeman, Coast Construction Company, 294 S. E. Powell Boulevard; Portland, Oregon:

Mr. Redeman has now paid the claim of the Edgerton Landscape Service, Inc. in full and the Edgerton Landscape Service, Inc. hereby releases any and all claims against the Coast Construction Company or W. D. Redeman for services performed on the Barnes Road or Sunset Project, known as Project 3083.

Yours very truly,

GAY & STARR,
Attorneys for the
Edgerton Landscape Service, Inc.,

By. James S Gay Jr

JSG:CKH.

cc:

Earl T. Newbry,
Secy of State, and

Metzger Parker Agency,
Woodlark Building.

1-11-50

ECEIVED
JAN 11 1950
OREGON
E HIGHWAY COMMISSION

[illegible]
BY SECRETARY

prepare usual letter withdrawing
out to Hawke releasing all warrants
in connection with this job -
note on card HSS

RECEIVED
12 1950
FOR FILING

Miss Lewis

January 11, 1950

Ohio Casualty Insurance Company
136 North Third Street
Hamilton, Ohio

Gentlemen:

We have today received a letter from Gay and Starr, attorneys for Edgerton Landscape Service, Inc. in which they write as follows:

> " * * * Mr. Hedeman has now paid the claim of the Edgerton Landscape Service, Inc. in full and the Edgerton Landscape Service, Inc. hereby releases any and all claims against the Coast Construction Company or W. D. Hedeman for services performed on the Barnes Road or Sunset Project, known as Project 3083"

This is in connection with claims filed by the Edgerton Landscape Service in November and December, 1949 on Contract 3083 for roadway improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County.

This information is furnished as the Ohio Casualty Insurance Company appears as surety on the bond executed in connection with Contract 3083.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

1-11-50

cc - Metzer-Parker Agency
Woodlark Building
Portland 5, Oregon

Neil Baldwin, Oregon Claim Manager
Ohio Casualty Company
200 Woodlark Building
Portland 5, Oregon

Coast Construction Company
2944 S. E. Powell Boulevard
Portland, Oregon

RECEIVED
JAN 12
FOR FILING

Mrs Lewis

Salem, Oregon
January 11, 1950

Memorandum to M. H. Hawke

We have today received a letter from Gay and Starr, attorneys for Edgerton Landscape Service, Inc., in which they state that the Coast Construction Company has paid the claim of Edgerton Landscape Service, Inc. in full and releases all their claims against Coast Construction Company in connection with Contract 3083.

Any warrant which you may be holding on the job may now be released.

Secretary

FAQ:md

NOTED ON CARD
1-11-50, gl

RECEIVED
DEC 30 1949
FOR FILING

34-1056

3083

December 29, 1949

Neil Baldwin, Oregon Claim Manager
Ohio Casualty Insurance Co.
200 Woodlark Bldg.
Portland 4, Oregon

Dear Mr. Baldwin:

Please be advised that State Highway Contract No. 3083, covering roadside improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County, has been completed by the contractor, Coast Construction Co., and that final payment in the amount of $1,927.30 is now ready to be made.

As requested by you, the final payment will be withheld until we are notified that the claim of the Edgerton Landscape Service, Inc., in the amount of $1,320.50, has been satisfied.

For your information we wish to advise that the total contract amount is $20,054.75, of which amount $612.48 represents the amount of force account items. This contract was completed on November 15 and accepted by the Commission on December 19, 1949.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Will you please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ohio Casualty Insurance Co.

Metzger-Parker Agency

NOTED ON CARD
12-29-49, g.l.

RECEIVED
DEC 21 1949
FOR FILING
34-1056

3083

REFERRED TO
[illegible]
BY SECRETARY

noted on card

December 16, 1949

Ohio Casualty Insurance Company
Claim Department
200 Woodlark Building
Portland 5, Oregon

Attention: Neil Baldwin, Manager

Dear Mr. Baldwin:

I have just received a copy of estimate no. 5, final estimate due the Coast Construction Company in connection with its contract No. 3083 with the State Highway Commission, for landscaping on the Barnes Road-Multnomah County Line Section of the Sunset Highway, and I enclose a copy of it for your information, as requested in your letter of December 9.

You will note that this voucher calls for final payment of $1,927.30 When the voucher is signed by the contractor, we will obtain the warrant from the Secretary of State, but we will hold this warrant pending satisfactory settlement of the claim of Edgerton Landscape Service. I am sending a copy of this letter and a copy of the final estimate to the Coast Construction Company for its information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc - Coast Construction Co.
M. H. Hawke (2)

P. S. Since dictating the above, I have received your telegram requesting that we hold up both semi-final and final estimates in connection with this job until the claim of Edgerton Landscape Service has been satisfied. We will comply with your request. I have so instructed the Auditor. We will obtain the warrants from the Secretary of State, but will hold them here in our office pending notification from Edgerton Landscape Service that its claim has been paid in full.

NOTED ON CARD

12-16-49

December 16, 1949

Mr. M. H. Hawke

Attached is a copy of a telegram I have just received from Ohio Casualty Insurance Company, requesting that the semi-final and final estimates due Coast Construction Company in connection with its contract No. 3083 for landscaping on the Barnes Road-Multnomah County Line Section of the Sunset Highway, be held up pending settlement of a claim of Edgerton Landscape Service. It will be satisfactory for you to obtain the warrants from the Secretary of State, but when you get them, hold them until released by this office.

Secretary

HBO:ts
Enc.

NOTED ON CARD

12-16-49 gC

OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

(33)

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

.PRA062 DL PD=PORTLAND ORG 16 929A=

DEC 16 AM 10 38

=GLAISYER=

=OREGON STATEHIGHWAY DEPT

=OUR HOME OFFICE REQUESTS YOU HOLD UP BOTH SEMI FINAL AND FINAL ESTIMATES AND NO FURTHER PAYMENT BE MADE TO W D REDEMAN DBA COAST CONSTRUCTION COMPANY UNTIL THE CLAIM OF EDGERTON LANDSCAPE SERVICE INCORPORATED CAN BE SETTLED UNLESS YOU COULD MAKE PAYMENT JOINTLY TO REDEMAN THE COAST CONSTRUCTION COMPANY AND EDGERTON LANDSCAPE SERVICE=

OHIO CASUALTY INSURANCE CO NEIL BALDWIN=

ACKNOWLEDGED
H. B. GLAISYER

NOTED ON CARD
12-16-49

NOTED
DATE 12/16

ax8611

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

HOWARD SLONEKER, PRESIDENT

MARTIN J. WYS, SECRETARY

THE
OHIO CASUALTY INSURANCE COMPANY

NEIL BALDWIN, MANAGER

CLAIM DEPARTMENT
200 WOODLARK BUILDING
PORTLAND 5, OREGON

TELEPHONE
ATWATER 8611

Dec. 9, 1949

Oreg. State Highway Comm.
Salem, Oregon

ATTENTION: H. B. Glaisyer
Secretary

Dear Mr. Glaisyer:

Re: Ore Bond 7428
W. D. Redeman dba Coast
Construction Co.

Following our recent phone conversation in connection with Project 3083, I discussed the matter with Mr. W. D. Redeman who advised me that the Oregon State Highway Commission has not furnished him sufficient facts or figures to know the exact amount due Edgerton Landscape Service.

I would appreciate your advices, therefore, when this information will be at hand, as Mr. Redeman has indicated his willingness to pay this claim as soon as he has sufficient figures to know the amount due the Edgerton Landscape Service.

May I hear from you at an early date.

Yours very truly,
OHIO CASUALTY INSURANCE COMPANY

Neil Baldwin
Neil Baldwin

NB:FE
cc Home Office

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

12-12-49, gl

HOWARD SLONEKER, PRESIDENT
MARTIN J. WYS, SECRETARY

THE
OHIO CASUALTY INSURANCE COMPANY
HAMILTON, OHIO

RECEIVED
FOR FILING

Dec. 14, 1949

Oregon State Highway Comm.
Salem, Oregon

RE: The Coast Construction Company

Gentlemen: Att: Mr. H. B. Glaisyer, Secretary

We have just received your letter of December 6.

We have referred this entire matter to our Claims Representative, Mr. Neil Baldwin, Portland, Oregon, for his investigation and attention. As soon as we hear further from him, we will advise you.

Very truly yours,

P E Beam
Paul E. Beam
SUPERINTENDENT
FIDELITY & SURETY CLAIM DEPT.

PEB/jh

RECEIVED
DEC 19 1949
OREGON
STATE HIGHWAY COMMISSION

[illegible] D TO
BY SECRETARY

RECEIVED
DEC 7 1949
FOR FILING

34-1056

3083

December 6, 1949

Ohio Casualty Insurance Company
136 North Third Street
Hamilton, Ohio

Gentlemen:

The Coast Construction Company has completed its contract No. 3083 with the Oregon State Highway Commission for roadside improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County, Oregon, and it is the intention of this Commission to make, on or after Friday, December 16, 1949, semi-final payment to the Coast Construction Company for performance of the work. This payment will be in the amount of $2,767.44, leaving a retained percentage of approximately $2,000 to be paid later as final payment when the field notes for the project have been checked.

I wrote you on November 23, 1949, that all claims against this contract had been satisfied, particularly the claim of Edgerton Landscape Service, Inc., in the amount of $1,320.50. I am now in receipt of a letter from Gay & Starr, attorneys for the Edgerton Landscape Service, to the effect that the previous statement of this company that its claim had been satisfied is incorrect, and that there is still owing the Edgerton Landscape Service, Inc. by the Coast Construction Company the sum of $1,320.50. I attach a copy of the letter for your information. In view of this letter the State Highway Commission will withhold payment of the final estimate of approximately $2,000 until the claim has been satisfied.

The claim of the Edgerton Landscape Service, Inc. is the only claim on file with the State Highway Commission against this contract, and this Commission has no knowledge of any other claims, duties, dues, or demands incurred in the performance of the work remaining unsatisfied. You are advised that the State of Oregon assumes no responsibility for any claims, should there be any. Pursuant to customary procedure will you kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

ED ON CARD

cc - Metzger-Parker Agency
Coast Construction Company
Malcolm Hanks

December 6, 1949

Gay & Starr, Attorneys at Law,
725 Failing Building
Portland 4, Oregon

Attention: James S. Gay, Jr.

Gentlemen:

This acknowledges receipt of your letter of December 2, 1949, received in today's mail, and advising that a previous release of the claim of the Edgerton Landscape Service, Inc. against Coast Construction Company for services rendered in connection with Oregon State Highway Commission Contract No. 3083, the landscaping on the Sunset Highway, is in error and that there is still owing to the Edgerton Landscape Service, Inc. by the Coast Construction Company the sum of $1,380.50.

We are correcting our records accordingly. We cannot, however, as you suggest pay the Edgerton Landscape Service, Inc. direct the amount of its claim, unless the Coast Construction Company will make an assignment in favor of the Edgerton Landscape Service, and the Ohio Casualty Insurance Company, surety on the bond furnished by the Coast Construction Company in connection with this job, will consent to the assignment without prejudice to the bond.

We are changing the semi-final amount from $4,017.44 to $2,767.44, leaving a retained percentage of approximately $2,000, which is more than sufficient to take care of the claim of the Edgerton Landscape Service, Inc. We expect to pay the semi-final amount of $2,767.44 on or after Friday, December 16, 1949. Payment of the final amount will, of course, depend upon satisfactory disposition of the claim of the Edgerton Landscape Service, Inc.

Very truly yours,

HBG/fa

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - Coast Construction Company
Metzger-Parker Agency
Ohio Casualty Insurance Company
Malcolm Rankin
Floyd Query

NOTED ON CARD

12-8-49 gK

GAY & STARR
ATTORNEYS AT LAW
725 FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 6272

JAMES S. GAY, JR.
LOUIS E. STARR

remitter voucher S.F.
$2767.44
2000 ret %

1320.50
750
2070.50

December 2, 1949.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are writing you at the request of Edgerton Landscape Service, Inc., concerning the account with Mr. W. R. Redeman, Coast Construction Company, 2944 S. E. Powell Blvd., Portland, Oregon.

We are advised that as an accommodation to Mr. Redeman, he was given a release by the Edgerton Landscape Service, Inc., which was intended to cover the Ross Island project. Mr. Redeman has delivered a secured promissory note to the Edgerton Landscape Service, Inc., in the amount of $712.40 which is the balance due on the Ross Island contract.

It was not the intention of the Edgerton Landscape Service, Inc. to release Mr. Redeman or Coast Construction Company from the claim of $1320.50, representing the balance due for the work done on the Barnes Road or Sunset project, which we believe is known as Project 3083. The amount due on this project was originally $1520.50 on which Mr. Redeman paid $200.00, which leaves a balance of $1320.50.

We are sending copies of the statement to the Secretary of State and Metzger Parker Company, bondsmen, together with a copy of this letter for their information.

We trust this information will enable you to pay the Edgerton Landscape Service, Inc. claim without delay as some of this work was performed several months ago.

If anything further is required to complete the matter, please let us know so that we may do the necessary.

Yours truly,

GAY & STARR,

By James S Gay Jr

JSG:al
cc: Mr. Earl T. Newbry,
Secretary of State,
Salem, Oregon.
cc: Metzger Parker Agency,
Woodlark Bldg.,
Portland, Oregon.

RECEIVED
DEC 6 1949
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

NOTED ON CARD
12-6-49 SF

EDGERTON
LANDSCAPE
SERVICE, INC.

5926 N. E. ALTON STREET
PORTLAND 13, OREGON

December 2, 1949

Barnes Road Project

Project 3083

	$1520.50
Credit of 200.00	
	$1320.50

RECEIVED
DEC 6 1949
STATE HIGH

From H. B. Glaisyer, Secretary

GAY & STARR
Attorneys at Law
725 Failing Building
Portland 5, Oregon

COPY

December 2, 1949

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

We are writing you at the request of Edgerton Landscape Service, Inc., concerning the account with Mr. W. R. Redeman, Coast Construction Company, 2944 S. E. Powell Blvd., Portland, Oregon.

We are advised that as an accommodation to Mr. Redeman, he was given a release by the Edgerton Landscape Service, Inc., which was intended to cover the Ross Island project. Mr. Redeman has delivered a secured promissory note to the Edgerton Landscape Service, Inc., in the amount of $712.40, which is the balance due on the Ross Island contract.

It was not the intention of the Edgerton Landscape Service, Inc. to release Mr. Redeman or Coast Construction Company from the claim of $1,320.50, representing the balance due for the work done on the Barnes Road or Sunset project, which we believe is known as Project 3083. The amount due on this project was originally $1520.50 on which Mr. Redeman paid $200.00, which leaves a balance of $1320.50.

We are sending copies of the statement to the Secretary of State and Metzger ParkerCompany, bondsmen, together with a copy of this letter for their information.

We trust this information will enable you to pay the Edgerton Landscape Service, Inc. claim without delay as some of this work was performed several months ago.

If anything further is required to complete the matter, please let us know so that we may do the necessary.

Yours truly,

GAY & STARR,

By /s/ James S. Gay, Jr.

JSG:al
cc: Mr. Earl T. Newbry,
Secretary of State,
Salem, Oregon
cc: Metzger Parker Agency,
Woodlark Bldg.,
Portland, Oregon

COPY

RECEIVED
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 7, 1949

3083

34-1056

3083

Coast Construction Company
2944 S. E. Powell Blvd.
Portland 2, Oregon

Gentlemen:

I attach herewith for signature a revised semi-final estimate voucher on contract No. 3083 in the amount of $2,767.44.

The voucher you originally signed in the amount of $4,017.44 has been cancelled and this voucher written for the reason that additional claims filed with the Secretary of the Commission rendered it necessary to increase the retained percentage on this estimate from $750.00 to $2,000.00. I am informed that you are already aware of this correction.

Upon the return of the voucher properly signed, payment will be expedited so far as possible.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

by Carl F. Smith
Carl F. Smith
Accounting Division

cfs/rs
att.

cc: S. H. Probert
H. B. Glaisyer

NOTED
H. B. GLAISYER

D TO
BY SECRETARY

NOTED
. QUER.

RECEIVED
NOV 28 1949
FOR FILING

34-1056

3083

Files

Mrs Lewis

November 23, 1949

Edgerton Landscape Service, Inc.
5926 N. E. Alton Street
Portland 13, Oregon

Gentlemen:

We acknowledge with thanks your letter of November 19 advising us that all claims against the Coast Construction Company on Contracts 3054 and 3083 have been satisfied. This, apparently, is the claim of which we were advised by Gay and Starr, attorneys, on November 2, 1949.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ-md

NOTED ON CARD

11-23-49 gl

COAST CONSTRUCTION CO.

Copy

Nov. 19, 1949

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

This is to notify you that all claims against Coast Construction Co. on Contracts 3054 and 3083 have been satisfied.

F. M. Edgerton

Edgerton Landscape Service, Inc.

cc-Metzer-Parker Agency
Woodlark Building
Portland 3, Oregon.

Referred to
F Query
by secretary.

Prepare usual letters
Note on card.
HGS

NOTED ON CARD
11-23-49 gl.

RECEIVED
NOV 28 1949
FOR FILING

34-1056

3083

Mr. Lewis

November 23, 1949

Ohio Casualty Insurance Company
136 North Third Street
Hamilton, Ohio

Gentlemen:

This is toadvise that we have received a letter from the Edgerton Landscape Service, Inc., advising as follows:

"This is to notify you that all claims against Coast Construction Company on Contracts 3054 and 3083 have been satisfied."

These, apparently, are the claims filed with us on November 2, 1949, by Gay and Starr, attorneys, in the amounts of $712.40 and $1,520.50, less the payment of $200.00.

This information is furnished as the Ohio Casualty Insurance Company appears as surety on the bonds executed in connection with Contracts 3054 and 3083.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Metzger-Parker Agency
Woodlark Building
Portland 5, Oregon

Coast Construction Company
2944 S. E. Powell Boulevard
Portland 2, Oregon

NOTED ON CARD

11-23-49 gl

RECEIVED
NOV 11 [illegible]
FOR FILING

34-1056

3083

Gay & Starr
Attorneys at Law
725 Failing Building
Portland 4, Oregon

Attention: Mr. James S. Gay, Jr.

Gentlemen:

We have your letter of November 1 advising that the Edgerton Landscape Service, Inc. has a claim against Mr. W. D. Redeman, dba Coast Construction Company, in a total amount of $2,032.90 for services performed for Mr. Redeman on the Ross Island project and on the Sunset Highway.

The Coast Construction Company holds two contracts with the State Highway Commission — No. 3054 for top soiling and seeding on the Front Avenue (Sheridan Street-Bancroft Street) Section of the Pacific Highway West in Multnomah County. This contract was completed June 15, 1949, and accepted by the Commission on August 1, 1949, and final payment made on August 11, 1949. The other contract is No. 3083 for roadside improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County. This contract is scheduled to be complete November 15, 1949. The surety on both contracts is the Ohio Casualty Insurance Company whose agent is Metzger-Parker Agency, Woodlark Building, Portland 3.

The bonds furnished by the contractor provide protection for just claims as well as satisfactory completion of the contract. The State does not attempt to determine the validity of claims and therefore does not attempt to collect them for the claimants. Determination of such matters is the responsibility of the bonding company. The State does, however, keep a record of all claims received against a contract and advises the surety and the contractor of their receipt.

It would be our suggestion, if the claims of your client pertain to the above mentioned contracts, that the claims be filed with the surety; and if you feel it necessary to protect the claim beyond the ordinary period of six months after the job is completed and accepted that the claims be filed with the Secretary of State.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

FIQ:md

Secretary

Form E-1—5M—1-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 18th, 1949.

Section Barnes Road - Multnomah County Line

Kind of work Roadside Improvement

Highway Sunset

Section prefix 34-1066

Contractor Coast Construction Company

Contract number 3053

Date of contract November 4th, 1948.

Date of completion May 1st, 1949.

Date work started April 11th, 1949

Estimated date of completion November 15th, 1949.

Amount of contract $ 18973.70

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 21,093.70

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 750.00, 66 %

Date project was completed 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed this week. Work being done on the Semi-Final Estimate.

NOTED

NOTED
H. W. LIBBY

Signed A B Dean Res Engr

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Fog		
Wednesday	Clear		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
NOV 29 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUL 6 1949
FOR FILING

34-1056

3083

July 5, 1949

Coast Construction Co.
2944 S. E. Powell Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 28, 1949, had under discussion your request for an extension of time of six and one-half months, from May 1 to November 15, 1949, within which to complete your contract No. 3083, for roadside improvement work on the Barnes Road-Multnomah County Line Section of the Sunset Highway, in Washington County.

I am pleased to inform you that the Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ec

cc - Mr. H. G. Smith
Mr. A. G. Shelton

NOTED ON CARD

7-1-49
gl

RECEIVED
JUN 24 1949
FOR FILING

34-1056

3083

June 24, 1949

Metzger-Parker Agency
Woodlark Building
Portland 5, Oregon

Gentlemen:

Attached hereto are two copies of an extension of time on Contract No. 3083 with the Coast Construction Company for work on the Barnes Road-Multnomah County Line Section, Sunset Highway. This extension of time is to be considered by the Commission at its meeting June 27 and 28.

The lateness in forwarding the extension to you was due to a misunderstanding in that the extension would be sent after it had been considered by the Commission.

The extra copy has been enclosed in case you need it for your files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

METZGER-PARKER AGENCY
OREGON GENERAL AGENTS FOR
THE OHIO CASUALTY INSURANCE COMPANY
WOODLARK BLDG., PORTLAND 5, OREGON
ATWATER 8611

June 23, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer: Re - Bond 391891
Coast Construction Co.
Your Contract #3083

We have heard nothing from you since our letter of June 6th and are wondering it it is possible for you to secure a copy of the consent to extension under the above contract for forwarding to our office. We would very much appreciate receiving it, as it is necessary for us to forward a copy to the Home Office.

Very truly yours,

METZGER-PARKER AGENCY

BY Thelma Belford
THELMA BELFORD
Office Manager

TGB:hh

RECEIVED
JUN 24 1949
OREGON
STATE HIGHWAY COMMISSION

Yes'd
better send it
HBG

METZGER-PARKER AGENCY
OREGON GENERAL AGENTS FOR
THE OHIO CASUALTY INSURANCE COMPANY
WOODLARK BLDG., PORTLAND 5, OREGON
ATWATER 8611

June 6, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer: Re - Bond #391891
Coast Construction Co.
Your contract #3083

Thank you very kindly for your letter of June 3rd concerning consent to extension under the above bond. If you will be kind enough to forward us a copy of the extension in this particular instance, we will make our own copy in the future, at the time of signing the extension.

Thank you very kindly for your assistance at this time.

Very truly yours,

METZGER-PARKER AGENCY

BY Thelma Belford
THELMA BELFORD
Office Manager

TGB:hh

RECEIVED
JUN - 8 1949
OREGON
STATE HIGHWAY COMMISSION

Heard fr Hart ans.

RECEIVED
JUN 28 [illegible]
FOR FILING

COPY

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1949

34-1056

3083

SUBJECT:

To: D. B. Taylor
Ledger Supervisor
Office

Dear Sir:

I was today contacted by the contractor and a representative of the bank in connection with the mailing of warrants on two contracts. Both contracts are with the Coast Construction Company; one, No. 3054 for top soiling and seeding on the Front Avenue project in Portland; the other, No. 3083, for roadside improvement on the Barnes Road--Multnomah County line section. By mutual agreement the warrants on these two jobs are to be written to the contractor as usual but are to be mailed care of Note Department, US National Bank of Portland, P. O. Box 4410, Portland 8, Oregon.

In connection with the June payment of Contract No. 3054 is covered by voucher No. 9895 and the payment of Contract No. 3083 is covered by voucher No. 9902.

These warrants should accordingly be mailed as stated above.

Very truly yours,

Carl F. Smith Signed
Carl F. Smith
Accounting Division

cfs/rs

cc H. B. Glaisyer

RECEIVED
JUN 24 1949
FOR FILING

34-1156

3093

June 20, 1949

Request for extension of time
No. 4
June 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from W. D. Bateman, doing business as the Coast Construction Company, for an extension of time from May 1, 1949 to November 15, 1949 on the Barnes Road-Multnomah County Line Roadside Improvement Project, Contract No. 3093.

Because of the extremely dry weather at the end of the specified time limit, the Landscape Engineer requested that the contractor not complete his planting until fall rains set in. For this reason I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

HGS hi
Encl.

RECEIVED
JUN 3 1949
FOR FILING

34-1056

3083

June 3, 1949

Metzger-Parker Agency
Woodlark Building
Portland 5, Oregon

Attention: Thelma Belford, Office Manager

Gentlemen:

We have your letter of June 1 concerning an extension of time signed by The Ohio Casualty Insurance Company in connection with our Contract No. 3083, your Bond No. 391891, with the Coast Construction Company for roadside improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County.

The extension of time which you mention was not completed in time to present to the Commission at its meeting May 16 and 17; however, it is contemplated that this request for extension of time will be presented to the Commission at its meeting June 27 and 28.

It has not been the policy of the Commission in the past to forward copies of extensions of time to the bonding companys; however, if you desire the information as to what action was taken, please advise and we will inform you when it has been done.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Mrs Lewis
was there an extension
of time for 3083 at
the com meeting 5-16/17 ?

Z G

METZGER-PARKER AGENCY
OREGON GENERAL AGENTS FOR
THE OHIO CASUALTY INSURANCE COMPANY
WOODLARK BLDG., PORTLAND 5, OREGON
ATWATER 8611

June 1, 1949

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re - Bond 391891
W. D. Redeman dba
Coast Construction Co.

3083

On May 5th, on behalf of The Ohio Casualty Insurance Company, a consent to extension under the above bond was signed, which covers a contract for furnishing topsoil and seeding on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County. It was our understanding that a copy of this extension would be signed and forwarded to our office. As this has not yet been received, we would appreciate very much if you will check your records and see if a copy could be forwarded to us at this time.

Very truly yours,

METZGER-PARKER AGENCY

BY Thelma Belford
THELMA BELFORD
Office Manager

TGB:hh

RECEIVED
JUN - 2 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 3 1948
FOR FILING

34-1056

3083

December 3, 1948

Coast Construction Co.
2944 S. E. Powell Blvd.
Portland 2, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3083, which was awarded to you on November 4, 1948 by the State Highway Commission, covering roadside improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County. This copy is for your record and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
NOV - 8 1948
FOR FILING

24-1056
3083

November 5, 1948

Coast Construction Co.
2944 S.E. Powell Blvd.
Portland 2, Oregon

Gentlemen:

The State Highway Commission on November 4 awarded you the contract for roadside improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County. This award was based on your low bid of $18,993.70 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

mr

cc - Mr. S. H. Probert

1/48

3084 Maint. - Ferries - Wilsonville

F-172(5) Delmar O'Xing of S.P. Co. 1948
Tracks near Coquille, Oregon
#3085 Coast Hwy.

SOUTHERN PACIFIC COMPANY

Portland 9,
Oregon

L-27-79224

C
O
P
Y

February 27, 1951

Oregon State Highway Commission
Salem, Oregon

Attention - Mr. G. S. Paxson
Bridge Engineer

Gentlemen:

* Refer to your letter of January 29, 1951, transmitting copy of letter of Bureau of Public Roads regarding final payment on Overland (Delmer) Overcrossing near Coos Bay, Oregon.

Charges for Engineer-Inspector subsequent to the removal of temporary trestle during September, 1949, were necessary since contractor was working on and along our tracks cleaning up debris and finishing concrete on new bridge until October 10, 1949. There were only three additional days charged until the job closed December 30, 1950, for Engineer Inspector during which time telegraph facilities were restored and guard rail installed under new bridge.

* Our records were audited by Examiners from Division VII of the Bureau. Since no citations were made in manner prescribed in Section XIV-E of GAM 299, it is presumed that the charges were found to be in order. Our re-examination failed to disclose any items that are not authorized by GAM 299, Section XVIII-D. Expenses included are only those necessary to comply with State and Bureau regulations in the preparation of nine progress and one final bill.

Yours truly,

L. P. Hopkins /s/

Superintendent

Mr. Paxson:

Attached is further correspondence on your Assignment No. 2457(WCW).

W. C. Williams

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX [illegible]
PORTLAND 8, OREGON

February 19, 1951

#2457

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of January 25 in connection with the final voucher for Oregon Project F-172(5), Delmar Overcrossing.

As mentioned in that letter, the Washington Office desires statements from the railroad company regarding inspection and engineering charges incurred subsequent to removal of the temporary trestle and in support of their billing for accounting costs.

Please give this matter your further attention and, if necessary, remind the railroad company that payment will be withheld pending receipt of the requested information.

Very truly yours,

T. M. DAVIS
District Engineer

10-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

January 29, 1951

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Delmar (Overland) Overcrossing

We are enclosing copy of a letter received from the Bureau of Public Roads concerning billing for work done by your company on the above project.

Your attention is directed to the third paragraph of the BPR letter wherein they are requesting additional information on certain items of the bill. Any statements you wish to make or information you can offer concerning the questioned items shouldbe furnished directly to this office for our transmittal to the Bureau of Public Roads.

Very truly yours,

G. S. Paxson
Bridge Engineer

CAGgn
Encl.
cc W. C. Williams ✓

NOTED
W. C. WILLIAMS

ASSIGNMENT

January 26, 1951

No 2457 mcd

By

Description: Tom Davis' letter ofJanuary 25 re final voucher for Oregon Project F-172 (5), Delmar Overcrossing of the Southern Pacific Railroad north of Coquille on Oregon Coast Highway

Acknowledged by _____ Referred to Paxson ✓

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________________ signature

Assignment executed 3-2-51 mc Report received 1-30-51 mc

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

OREGON DISTRICT
[redacted]
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

January 25, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon Project F-172(5) Delmar Overcrossing of the Southern Pacific Railroad north of Coquille on the Oregon Coast Highway.

Our chief accountant at the Washington Office has commented on the Southern Pacific Company's claim for engineering and inspection as follows:

"We do not believe we are in a position to say that on the whole the carrier has or has not performed excessive engineering and inspection on this project. However, no necessity appears for engineering and inspection charges incurred and billed subsequent to the removal of the temporary trestle some time between August 22 and September 20, 1949. It is believed that these charges should be non-participating. It is requested that the carrier be permitted to rebut this suggestion if it desires and in addition be asked to furnish a statement supporting their billing for accounting costs which, considering the minor amount of material and equipment involved, are deemed excessive. In the event the carrier's explanation of its accounting charges is not considered satisfactory, it is suggested that Federal participation be limited to the final charges incurred in January 1950."

Thus, it appears the Washington Office will not pass the voucher, with or without a reduction, until the railroad company is given an opportunity to furnish additional information.

Will you please contact the railroad company to obtain the requested information. All points brought up by the Washington Office should be covered quite thoroughly in order that payment of the voucher will be delayed no longer than necessary.

Very truly yours,

T. M. Davis

T. M. DAVIS
District Engineer

RECEIVED
JAN 26 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 10 1950
FOR FILING

X 172 (5)

November 8, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Delmar Overcrossing
F.A.P. No. P-172(5)

Reference is made to your letter of October 12th concerning the above project. It is true that the railroad engineering costs on this project appear high. The project however was so located that the railroad company found it necessary to keep the engineers and inspectors on it for the entire period of the work. An analysis of the bills indicates that the railroad has not included anything in this bill that should have been charged for protective service. Part of the time they did have a carpenter foreman as inspector on the project but he was really inspecting construction work rather than acting as watchman or flagman. The only flagging on the project was during the month of March and this work was paid for by the contractor, therefore is not included in the railroad's bill to the highway department.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. WILLIAMS
Assistant State Highway Engineer

WARgn

ASSIGNMENT

Date: October 16, 1950

No. 2037

By [illegible]

Description: Tom Davis' letter of October 12 re final voucher for Oregon Project F-172 (5), Delmar Overcrossing

Acknowledged by _ _ _ _ _ Referred to Paxson _ _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xxx Please prepare for _ _ _ _ Williams' _ _ _ _ _ _ _ _ _ signature

Assignment executed 11-8-50 Report received _ _ _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Rea.
3-7233

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 12, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In reviewing the final voucher for Oregon Project F-172(5), Delmar Overcrossing, our Washington Office has noted certain features regarding the railroad bill on which they have requested our comments and further recommendations.

They call attention to the fact that $5,612.41 is claimed for force account work by railroad forces inconnection with replacement of the existing overpass of the SouthernPacific Company's tracks, whereas the project agreement estimate provided $1,220.00 for this work. Since a railroad is generally concerned only with the construction supervision of that portion of an overpass structure directly over or immediately adjacent to its tracks and since only a minor amount of construction work was actually performed by the railroad, the Washington Office has requested an explanation as to the apparent excessive cost of engineering and inspecting which amounts to $3,886.97.

It is noted in the railroad agreement as well as in the contract special provisions that the railroad will furnish at the expense of the State such inspectors and flagmen as it may deem necessary to safeguard property and the movement of engines, trains, cars, etc. Apparently neither the railroad agreement nor the contract special provision require the contractor to assume thecost of protective services which will be occasioned by his operations as required by Section XII E of General Administrative Memorandum No. 299 and Section 1.7.11 of the State's Specifications. We have been requested to furnish information as to whether or not the railroad has included in its bill any charges for protective services required by the contractor's operations.

In their review of the railroad bill it was noted that claim is made in the amount of $407.52 for telegraph work performed by Western Union Company forces. It was our understanding that the work was done by railroad forces. However, regardless of which crew did the work, the railroad agreement does not stipulate that this work is required to be accomplished as a part of the project. Please furnish any information you may have in this regard together with any documents that may pertain to the eligibility of the charge.

As payment of the final voucher is being deferred pending receipt of the information requested above, we would appreciate your early reply.

Very truly yours,

T. M. Davis

T. M. DAVIS
District Engineer

RECEIVED
OCT 16 1950
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
NOV 25 1949
FOR FILING

7-172 (5)

3085

November 25, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3085, covering the Delmar Overcrossing on the Oregon Coast Highway in Coos County, has been completed by the contractor, Tom Lillebo, and that final payment in the amount of $13,536.89 will be made on or after December 5, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $172,255.49, and that no force account work was performed on the project. This contract was completed on October 27, and accepted by the Commission on November 8, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

F-172(5)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O.Box 3900
~~XXXXXXXXXXXX~~
PORTLAND 8, OREGON

June 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for your file is an executed copy of an agreement for Oregon F-172(5), Delmar Overcrossing on the Oregon Coast Highway in Coos County.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
JUN - 3 1949
OREGON
STATE HIGHWAY COMMISSION

Kon

Form PR 2 (Revised 1946)

pr 7690

State Oregon

Project No. F-172(5)

Federal Aid

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of June, 194[illegible], by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of May, 1947, a program, which was approved on the 2nd day of July, 1947, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of October, 1948; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred twenty thousand and 00/100 dollars ($120,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1929; Chapter 529, Laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 520+46.12 and survey station 522+24.12, all in the east half of Section 10, T. 27 S., R. 13 W., W.M., without exception

, length 0.034 miles, in Coos County, being Oregon Federal Aid project No. F-172(5), consisting of [redacted] bridg[redacted] of more than 20 feet clear span, 0.034 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred twentythousand and 00/100 dollars ($ 120,000.00), which does not exceed the authorized Federal pro rata share of two hundred two thousand seventy and 00/100 dollars ($ 202,070.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 583, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T. H. Banfield

Chairman, State Highway Commission
(Title of officer)

By Ben R. Chandler

Member, State Highway Commission
(Title of officer)

By Chas H. Reynolds

Member, State Highway Commission
(Title of officer)

By ____________

(Title of officer)

By ____________

(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:
Assistant STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
★ MAY 27 1949 ★
OREGON DISTRICT

RECEIVED
JUN 2 [illegible]
FOR FILING

F 172 (5)

April 29, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Delmar Overcrossing, Project No. F-172 (5).

The program setup of Federal funds for this project is $80,000.00, but in the enclosed estimate we are requesting the setup be increased to $120,000.00 which more nearly represents the permissible Federal participation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

Oregon State Highway Department Federal Aid Project No. F-172 (5)

DELMAR OVERCROSSING ON THE
OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1949

Structure (Sta. 522+24.12 to 520+46.12) Type Code X121

All Required		Construct Detour Trestle		$ 22,000.00
All Required		Removal of Old Bridge		10,000.00
All Required		Shoring, Cribbing, Etc.		8,500.00
600	cu. yds.	Structural Excavation	$ 8.00	4,800.00
50	cu. yds.	Structural Excavation Below Elevation Shown	8.00	400.00
4,000	lin. ft.	Furnish Treated Timber Piling	1.90	7,600.00
1,160	lin. ft.	Furnish Steel Piling	9.50	11,020.00
167	only	Drive Timber Piles	30.00	5,010.00
36	only	Drive Steel Piles	60.00	2,160.00
1,200	cu. yds.	Class "A" Concrete	64.00	76,800.00
225,000	lbs.	Metal Reinforcement	0.13	29,250.00
380	lin. ft.	Metal Rail	13.00	4,940.00
				$182,480.00
All Required		Work to be performed by Southern Pacific Company's Forces		1,220.00
			Subtotal	$183,700.00
			10% Engr. & Cont.	18,370.00
			Total	$202,070.00
		Length	0.034 mile	

Federal Aid Funds- -	$120,000.00
State Funds- -	82,070.00
	$202,070.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

DELMAR OVERCROSSING SECTION

PROJECT NO. F-172 (5)

All necessary rights of way have been acquired for this project, except for the easement involved in the proposed agreement with the Southern Pacific Company covering construction of the overcrossing structure.

It is expected that the above-mentioned agreement will be executed within the next 15 days.

R. M. BALDOCK
State Highway Engineer

By

S. N. Probert
Office Engineer

October 18, 1948

November 2, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, four copies of agreement with the Southern Pacific Company in connection with construction of the Delmar Overcrossing, Project No. F-172 (5).

We are enclosing four copies of revised right of way statement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMN/gs

Encl.

September 27, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Delmar Overcrossing, Project No. F-172 (5).

Six bid proposals and one set of blue print plans are being sent under separate cover.

We are likewise sending four copies of P.U.C. Oregon Order No. 20194 and four unsigned copies of proposed agreement with the Southern Pacific Company, covering construction of the overcrossing structure. Additional copies of the agreement will be submitted when it has been signed by the Highway Commission and the Railroad Company. Also copies of right of way statement will be submitted at that time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.
[illegible]

Oregon State Highway Department | Federal Aid Project No. F-172 (5)

DELMAR OVERCROSSING ON THE

OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 27, 1948

Structure (Sta. 522+24.12 to 520+46.12) Type Code X121

All Required		Construct Detour Trestle		$ 20,000.00
All Required		Removal of Old Bridge		5,000.00
All Required		Shoring, Cribbing, Etc.		7,500.00
600	cu. yds.	Structural Excavation	$ 5.00	3,000.00
50	cu. yds.	Structural Excavation Below Elevation Shown	8.00	400.00
4,000	lin. ft.	Furnish Treated Timber Piling	1.60	6,400.00
1,160	lin. ft.	Furnish Steel Piling	5.00	5,800.00
167	only	Drive Timber Piles	35.00	5,845.00
36	only	Drive Steel Piles	50.00	1,800.00
1,200	cu. yds.	Class "A" Concrete	65.00	78,000.00
225,000	lbs.	Metal Reinforcement	0.12	27,000.00
380	lin. ft.	Metal Rail	12.00	4,560.00
				$165,305.00
All Required		Work to be performed by Southern Pacific Company's Forces		1,220.00
			Subtotal	$166,525.00
			10% Engr. & Cont.	16,652.50
			Total	$183,177.50

Length 0.034 mile

Federal Aid Funds- -	$ 80,000.00
State Funds- -	103,177.50
	$183,177.50

DELMAR OVERCROSSING

PROJECT NO. F-172 (5)

(Work to be performed by Southern Pacific Railroad Company's Forces)

		Labor	Material	
Shift 1,000 l.f. Track				
Labor		$500		
3% Vacation Allowance		15		
8-3/4% S. S. and R.R. Ins.		44		
4% W. C. and P. L. Ins.		20		
Place Guard Rail				
460 l.f.	Scrap 90# Rail		$247	
18	Rail Braces		14	
214	Second Hand Tie Plates		54	
450	Track Spikes		34	
14	Second Hand 90# Joints		28	
56	Bolts		13	
Labor		120		
Social Security, Retirement, Public Liability and Workmen's Compensation Ins.		17		
Vacation Allowance		4		
		$720	$390	
Contingency Allowance		70	40	
		$790	$430	$1,220.00

P.U.C. OREGON ORDER NO. 19871

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to replace an existing overcrossing structure over and across the tracks and right of way of Southern Pacific Company near the Community of Delmar in the southeast quarter of the northeast quarter of Section 10, Township 27 South, Range 13 West, W. M., in Coos County, Oregon.	F-2195

Pursuant to statutory notice, the above entitled matter came on for hearing on Tuesday, May 4, 1948, at 10:00 A.M., in the Office of the Engineering Department of the Public Utilities Commissioner, Salem, Oregon, with David Don, Chief Engineer, sitting as Examiner for the Commissioner.

The following appearances are of record herein:

Alfred H. Corbett, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

J. W. DeSouza, Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission

Whereupon evidence was introduced, the hearing concluded, and the matter submitted for determination. After due consideration of the record, evidence, and the law in the matter, and investigation in the field by his Engineering Department, the Commissioner makes and enters the following findings, conclusions, and order, to-wit:

FINDINGS

That the Commissioner received in his office on December 11, 1947, petition of Oregon State Highway Commission for authority to replace an existing overcrossing structure over and across the tracks and right of way of Southern Pacific Company at a point near the Community of Delmar, Coos County, Oregon, which will be a part of a revised and improved alignment of the Oregon Coast Highway between Coos Bay and Coquille.

That the existing overcrossing is designated as No. CO-778.5-A in the Commissioner's Catalog of the Crossings of the State of Oregon.

That the replacement of said overcrossing is necessary and proper for the service, convenience and safety of the public in that the existing structure is inadequate to serve present and future traffic needs.

That the Southern Pacific Company will make all the necessary revisions to telegraph lines that may be disturbed by the proposed construction; provide the necessary guard rails; shift the existing siding track to provide proper clearance, and consent to impaired vertical and horizontal clearances for the bypass bridge and for the necessary falsework during the construction and, if necessary, provide watchmen, flagmen or inspectors as may be necessary to safeguard railroad operations.

That Oregon State Highway Commission will prepare the plans and make all necessary arrangements for the construction of a bypass road and the new overcrossing structure.

That, upon the completion of the structure, the State will remove or cause to be removed the bypass structure, and will maintain the overcrossing structure, including piers, abutments, deck, and roadway surface, and that Southern Pacific Company will maintain its roadbed ballast, tracks, and other railroad facilities and appurtenances.

That the cost of the necessary construction work will be paid for in cooperation with the Federal Government under the terms of the Federal-Aid Highway Act of 1944, and that the Railroad Company will be reimbursed for all necessary and proper expenditures in accordance with and governed by the terms of Federal Public Roads Administration's General Administrative Memorandum No. 299.

That no benefits from the proposed construction will accrue to the Southern Pacific Company.

CONCLUSIONS

That the replacement of the existing overcrossing structure near the Community of Delmar is necessary and proper to provide adequate service to the public, and the application of Oregon State Highway Commission therefor should be granted.

Based on the foregoing findings of fact and conclusions, the Commissioner enters the following

ORDER

IT IS ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to replace an existing overcrossing structure over and across the tracks and right of way of Southern Pacific Company near the Community of Delmar, in the Southeast Quarter of the Northeast Quarter of Section 10, Township 27 South, Range 13 West, Willamette Meridian, Coos County, Oregon, be and the same is hereby granted.

IT IS FURTHER ORDERED that the construction shall be done in a good and workmanlike manner, in substantial conformity with the revised plans to be made a part of the record, and by this reference made a part hereof.

IT IS FURTHER ORDERED that the cost of the construction of the project shall be borne by the State of Oregon and the Federal Government under the terms of Federal-Aid Highway Act of 1944, and that Southern Pacific Company shall be reimbursed for all necessary and proper expenditures.

IT IS FURTHER ORDERED that the construction of the project shall be handled by Oregon State Highway Commission and Southern Pacific Company as mutually agreed upon between the parties in interest and that, upon the completion of the structure, Oregon State Highway Commission shall maintain the overcrossing structure, including piers, abutments, deck, and roadway surface, and that Southern Pacific Company shall maintain its roadbed, ballast, tracks, and other railroad facilities and appurtenances.

IT IS FURTHER ORDERED that the impairments necessary for the bypass structure and falsework in the construction of the new overcrossing shall be of a temporary nature, and that such necessary impaired clearances as required are hereby granted, and that there shall be no deviation from the provisions of the Commissioner's Order No. 99 on the completed structure.

IT IS FURTHER ORDERED that, upon the completion of the overcrossing, it shall retain the No. CO-778.5-A for purposes of identification in the Commissioner's Catalog of the Crossings of the State of Oregon.

Dated at Salem, Oregon, this 9th day of June, 1948.

JOHN H. CARKIN

Public Utilities Commissioner

ATTEST:

MARJORIE K. SHAFFER

Secretary

(OFFICIAL SEAL)

FORM E-30 25M 12-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1948

SUBJECT: Delmar Overcrossing
Bridge No. 3172-A

To:

Memorandum to Mr. C. A. Gardner

F-124(4)

This project is not set up under grade separation money, because we have already budgeted all of the grade separation funds. It is a regular Federal Aid project.

4 each

In submitting the PSE 4 to the Public Roads Administration, include copies of the agreement with the Southern Pacific Company, copies of their estimate of reimbursable cost, and copies of the two PUC orders issued on this project. One of these orders is for the crossing itself, and the other is for impaired clearances during construction. We have extra copies of these in the correspondence file.

Very truly yours,

GSPaxson

G. S. Paxson
Bridge Engineer

GSP/ds

1 Copy SPCo Estimate
5 4 Copies PUC 20194 Constn Clearances
" " " 19871 See [illegible]
5 4
as to signature - agmt
5

RECEIVED
DEC 16 1948
FOR FILING

7-172 (5)

3085

December 15, 1948

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith, for your record and files, a fully executed copy of contract No. 3085 which was awarded to you on November 16, 1948 by the State Highway Commission, covering the Delmar Overcrossing on the Oregon Coast Highway in Coos County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
DEC 3 1948
FOR FILING
F-172(5)

[illegible]

December 1, 1948

Mr. T. M. Davis, District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Delmar Overcrossing
F. A. F-172 (5)

Reference is made to your letter of November 23, 1948 commenting on the Delmar Overcrossing Project.

The suggestion that the approach fills be placed prior to the construction of the structure is not practical on this project. This is an overcrossing structure over an operating railroad. The approach fills are kept off the tracks by retaining walls between the columns of the bents adjacent to the tracks, as shown on Drawing No. 8986. If this fill were placed prior to the construction of the walls, the railroad would be blocked.

The footings of the structure are approximately 5 feet below the tracks, are excavated through the slopes of the railroad cut, and require sheathing about 10 feet deep in natural ground. If the fill were placed prior to construction, the sheathing would be deepened to about 20 feet with no chance for bracing on the railroad side.

The structure is located at the summit of a pass through a low range of hills. The material, while classified as a soft plaster clay with some peat, is an old formation and fairly well-drained. There is no great probability of any lateral movement.

We do not agree with the necessity of showing an order of pouring for the girders or for the removal of all falsework at the same time. The method of placing concrete in girders is set forth in Article 2.4.9 of the standard specifications and is entirely sufficient. Where no advantage is gained by the State, the order of pouring should be left to the contractor. Unwarranted interference by the engineer with the contractor's operations can only result in higher bid prices. Pouring diagrams are shown only for arch construction or for slab pours where the girders support the dead load during the placing of the slab. This structure is to be built on rigid falsework and the order of placing is of no importance.

The removal of falsework is covered by Article 9.4.19 of the specifications and provides that, "Methods of form removal likely to cause overstressing of the concrete shall not be used." In our opinion, the removal of falsework one span at a time cannot cause overstress in this structure. The removal of support from an adjacent span tends to upward movement of the girders away from the falsework. The stress can only rise above the maximum reached when all falsework is removed. The absence of live load during this period also reduces the stresses.

The falsework under the entire structure will probably be removed at the same time, but to make this mandatory does not seem advisable.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. WILLIAMS
Assistant State Highway Engineer

GSP:gm

cc G. S. Paxson

ASSI[illegible]T No. 214/WCW

DESCRIPTION: Letter of 11-24-48 from T. M. Davis re P.S. & E. papers submitted for Oregon Project F-172 (5), Delmar O'Xing, Oregon Coast Highway

DATE: 11-26-48 ASSIGNED TO: PAXSON 2 ✓

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☒ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date____________

☐ ______________________________

REPORT RECEIVED: 12-2-48

REMARKS:

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

November 24, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers submitted for Oregon Project F-172(5), the Delmar Overcrossing on the Oregon Coast Highway.

We are in receipt of the following comments which are called to your attention.

> "Due to the soft subsoil consisting of peat and soft clay it is believed that the fills should be placed and compacted before any work is done on the bridge to lessen possible thrusts from settlement of the subsoil under the fills.
>
> An order of pouring should be shown for the girders and it should be specified that falsework shall not be removed from any span until removed from all."

Please advise of action taken to comply with these requests.

Very truly yours,

T. M. DAVIS
District Engineer

NOTE
W. C. WILLIAM

RECEIVED
NOV 26 1948
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
NOV 26 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 19 1948
FOR FILING
FORM E-30 20M 12-47

F.172(5)

3085

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1948

SUBJECT: Delmar Overcrossing

To: Mr. R. H. Baldock
State Highway Engineer
Office

NOTED

Dear Sir:

I am returning Mr. Devers' letter to Mr. Glaisyer concerning the agreement with the Southern Pacific Company on the Delmar overcrossing in Coos County. This agreement follows the same procedure we have used for the past 10 years, whereby the State pays for watchman and flagman services required by the railroad. This policy was adopted at the direction of the Highway Commission following the controversy with Eldon over the billing by the railroad for such services on the Davies Overcrossing. On this job Eldon objected to the amount of billing by the railroad company on the grounds that he had no control over them and that the services which they provided were excessive.

The Highway Commission ordered that on future jobs we would handle this matter ourselves directly with the railroad company, on the grounds that we would have influence with railroad companies in holding the watching and flagging services to a reasonable amount.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM
cc J. M. Devers
Attached

FORM 2-30 25M 7-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1948

RECEIVED
NOV 17 1948
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

REFERRED TO
~~Mr. Paxson~~
By Chief Engineer
~~Please advise.~~

Dear Mr. Glaisyer:

You have submitted to me for approval the proposed form of agreement covering the subject of the construction of a re-enforced concrete viaduct over the tracks of the Southern Pacific Company near Delmar on the Oregon Coast Highway in Coos County.

This form of agreement contains a proposed agreement to be executed by the contractor and the Southern Pacific Company; however, the agreement between the Southern Pacific Company and the contractor contains no provision for reimbursing the railroad for watchmen and other like service.

The Highway Commission has an agreement with the Southern Pacific Company which obligates the State to reimburse the Southern Pacific Company for those services. If it is not the purpose of the State to call upon Tom Lillebo to reimburse the State for this watchmen service, then the proposed form of agreement is satisfactory. I am merely calling attention to the fact that as the matter is now set up the State alone is obligated to reimburse the railroad company for all watchmen service.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:avh

REFERRED TO
Mr. Burbank
BY SECRETARY

contract form — mailed to [illegible] today 11/16/48
HBG

RECEIVED
JUN 2 [illegible]
FOR FILING
OREGON DISTRICT
F172-(5)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

November 16, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 15, 1948 requesting concurrence in award of contract as of November 16 for Federal Aid Project No. F-172(5), the Delmar Overcrossing, to Tom Lillebo, who submitted the low bid at the November 4, 1948 letting.

In view of your advice that all rights-of-way or rights-of-entry have been secured, we hereby concur in award as of this date as per your request.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
NOV 17 1948
OREGON
STATE HIGHWAY COMMISSION

Fm

RECEIVED
DEC 31 1948
FOR FILING
F-173(5)

-085

AGENDA
DEC 20 1948

4.5

November 16, 1948

Mr. Tom Lillebo
Reedsport
Oregon

Dear Mr. Lillebo:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for construction of the Delmar Overcrossing of the Southern Pacific Company's railroad tracks near Coquille on the Oregon Coast Highway, in Coos County. This award was based on your low bid of $182,480 submitted on November 4, 1948.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ce
Enc.

cc - Mr. E. H. Smith
Mr. S. H. Probert
Mr. G. S. Paxson
Goldie Lewis

Mr. L. H. White, Asst. Com.
Industrial Accident Commission
Building

set confirmed

S+C

VICE
s of service desired;
rwise this message will be
sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

Files

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 16, 1948
1:50 p.m.

Mr. Tom Lillebo
Reedsport, Oregon

State Highway Commission awarded you today contract for Delmar Overcrossing on Oregon Coast Highway, Coos County, based on your low bid submitted November 4, 1948. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

GO
Charge

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
NOV - 3 1948
FOR FILING

F-172 (5)

November 1, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, four copies of agreement with the Southern Pacific Company in connection with construction of the Delmar Overcrossing, Project No. F-172 (5).

We are enclosing four copies of revised right of way statement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM/gs

Encl.

RECEIVED
~~OCT~~ 22 1948
FOR FILING

~~OREGON DISTRICT~~

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 19, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project F-172(5), Delmar Overcrossing of the Southern Pacific Railroad on the Oregon Coast Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
OCT 21 1948
OREGON
STATE HIGHWAY COMMISSION

October 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project E-172(5), Delmar Overcrossing of the Southern Pacific Railroad on the Oregon Coast Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
NOV 17 1948
FOR FILING

Agenda Item 4-1
September 13 and 14, 1948

September 16, 1948

L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

RAILROAD COMPANIES
FILE NO. 3-9

Dear Mr. Hopkins:

I am returning to you original and duplicate copies of an agreement between the Southern Pacific Company and the State of Oregon through its State Highway Commission whereby the railroad company grants to the State Highway Commission permission to construct, maintain, and use a highway over and across railroad property and tracks at Delmar, Coos County.

Both counterparts have been signed by the State Highway Commission. When signed by the proper officials of the Southern Pacific Company, please return one fully executed copy to me for the Highway Commission's records and files.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec 9-17
Encs.

cc - Mr. G. S. Paxson

ok
9-13

AGENDA
SEP 13 1948

8/30/48

FORM E-30 25M 5-48 22904

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1948

SUBJECT:

To: Mr. J. M. Devers

I hand you herewith two copies of an agreement to be entered into between the Oregon State Highway Commission and the Southern Pacific Company covering the Delmar Overcrossing in Coos County.

Will you please advise me as to form and legality of this agreement.

J. M. Devers
Chief Counsel

W. C. Williams

WCW/ds
Encl.

REFERRED
TO Heyner
FOR J. M. DEVERS

REFERRED
TO Williams
FOR J. M. DEVERS

S+C

A

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO

August 21, 1948

322

Mr. G. S. Paxson
Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Referring to proposed reconstruction of overhead crossing at Delmar, our station Overland.

Attached are duplicate counterparts of agreement between Southern Pacific Co. and the State of Oregon through its State Highway Commission covering the right to construct, maintain and use highway over and across Southern Pacific Co. property and railroad tracks. Please have these counterparts executed in duplicate on behalf of the State and return to us for further action. A fully executed copy will be returned to you for your files.

Yours truly,

RECEIVED
AUG 25 1948
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

1-8305 Baker Rock Production on Three 1948
State Hwys.
#3086

R. H. Baldock

RECEIVED
AUG 3 1949
FOR FILING

Baker Section

Prefix 1-8305

1-8305

July 27th, 1949

FINAL COST ANALYSIS
Rock Production

Old Oregon Trail, Baker-Homestead
and Baker-Unity Highways
Contract 3086

Vernie Jarl, Contractor
Kevin Laughlin, Resident Engineer

~~Item~~	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3086 3/4"-½" Cr. Gravel in Stockpile	5,539.2	Cu. Yd.	$3.07	$2.90	$16,992.70	$16,036.39
½"-¼" Cr. Gravel in Stockpile	4,836.7	" "	3.07	2.90	14,848.67	14,026.72
¼"-0" Cr. Gravel in Stockpile	2,600.0	" "	3.07	2.80	7,982.00	7,280.00
PA #1, Prepare Stockpile Sites	10	Each	17.45	55.00	174.50	550.00
SP Screen Rejects	196.1	Cu. Yd.	0.25	0.25	49.03	49.03
SP Hauling Screen Rejects	118	Yd. Mi.	0.12	0.12	14.16	14.16
SP Haul Adj., Favor of Contractor	1,344.2	" "		0.12	155.71	155.71
					$40,216.77	$38,144.60

Total Cost	$40,216.77
Gross Revenue	38,144.60
Net Loss	$ 2,072.17

Net Loss Equals 5.4% of Gross Revenue

Detail of Cost

Labor:

Supervision	$700.00	
Labor	15,003.21	
State Industrial Accident Insurance	775.48	
Social Security & Unemployment Insurance	630.26	
		$17,108.95

Equipment Rental & Miscellaneous:

Equipment Rental	8,373.20	
Rented Equipment	3,787.89	
Rented Trucks	2,887.46	
Gas, Oil and Grease	4,042.68	
Freight	67.18	
Hardware	36.00	
Lumber	406.23	
Small Tools & Misc.	1,097.70	
P.L. & P.D. Insurance	189.51	
Insurance	100.64	
Royalty on Gravel	800.00	
Home Office & General Overhead - Dick Rush	651.79	
Home Office & General Overhead - Vernie Jarl	381.45	
Bond	286.09	
		23,107.82
Total Cost		$40,216.77

Breakdown of Crushing Costs

	Cost	Amount	Unit Cost
Move In and Set Up Plant	$2,676.19	12,975.9 Cu. Yd.	$0.21
Strip Pit	4,946.24	" " "	0.38
Load	4,578.10	" " "	0.35
Haul to Crusher	1,865.71	" " "	0.14
Crush	8,162.19	" " "	0.63
Handle Waste	1,344.89		0.10
Total Cost in Bunker			$1.81
Haul to Stockpile	15,090.22	12,975.9 Cu. Yd.	1.16
Stockpile	1,307.10	" " "	0.10
Total Cost			$3.07

Remarks:

This was a "State Project", calling for the crushing and stockpiling of 13,000 cubic yards of crushed gravel in stockpiles. The contract was bid and awarded December 20th, 1948; work was started March 5th, 1949, and completed April 28th, 1949. Crushing was started March 17th, and completed April 28th, 1949, the contractor working five 8-hour shifts per week. Total elapsed working time was 248 hours and actual working time was 230 hours.

The contractor, Vernie Jarl, subcontracted the entire project to Dick Rush for $2,500.00 less than the contract amounts, with Jarl handling the payroll financing and paying the bond. Net profit to Jarl for the project was $1,832.46 and net loss to Rush was $3,904.63, with the actual loss for the project being $2,072.17.

Equipment used by the contractor consisted of his three-crusher, portable crushing plant, TD14 tractor and dozer, one cubic yard shovel, five 5 cubic yard trucks, three 5 cubic yard hired trucks, two pickups, one transport truck, two lowbed trailers, one 4-inch water pump with 200 feet of 4-inch line and miscellaneous small equipment and tools. A rented D8 tractor and carryall was used for stripping at the start of the project, with the contractor's small tractor doing additional stripping during the latter part of the working time.

The contractor elected to obtain materials for crushing from a private pit rather than from the State's pit. Cost of the private pit amounted to $800.00 plus $350.00 for the construction of hauling roads etc. This pit, while having better gravel for size than the State's pit, had a considerable amount of overburden, averaging from 4 feet to 6 feet. Cost of stripping was very high, amounting to $0.38 per cubic yard for material produced.

Crushed material was washed on the final screen and in order to obtain the ¼"-0" required, a large settling basin was constructed. Good ¼"-0" material was obtained by this method.

Production was good, averaging 52 cubic yards per elapsed working hour and 56.5 cubic yards per actual working hour. Without this high production, the costs would have been considerably more than shown and the project could have shown an extremely large loss.

This project was well handled, with good supervision and experienced labor plus adequate equipment, but inferior gravel, heavy overburden and difficulty in loading in the pit all tended to raise the costs and resulted in a small loss.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

File

RECEIVED
JUN 15 1949
FOR FILING

1-8305

3086

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 15, 1949

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	9128	3086	4-Final	Vernie Jarl	1,149.76	352196	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

This job has been accepted. No time extension on record.

aaw

ACCOUNTING DIVISION

By ______
Bookkeeping Dept.

NOTED ON CARD
6-15-49

Approved HBGlaisyer
Secretary

RECEIVED
MAY 31
FOR FILING

1-8805

3-6

May 31, 1949

General Casualty Co.of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No.3086 for rock production on the Baker Section of Old Oregon Trail, Baker-Homestead and Baker-Unity Highways, in Baker County, has been completed by the contractor, Vernie Jarl, and that final payment in the amount of $1,149.76 will be made on or after June 9, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $38,144.60, and that no force account work was performed on the project. This contract was completed May 4 and accepted by the Commission May 16, 1949.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn: Legal Dept.

NOTED ON CARD

[illegible]

RECEIVED
MAY 19 1949
FOR FILING

1-8305

3086

May 19, 1949

General Casualty Co.of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

This is to advise you of the intention of the State Highway Commission to make semi-final payment to Vernie Jarl, on contract No. 3086, covering rock production on the Baker Section of the Old Oregon Trail, Baker-Homestead and Baker-Unity Highways in Baker County. This payment, in the amount of $3,019.84, will be made or or after May 31, 1949. The retained percentage is $1,144.17.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn: Legal Dept.

NOTED ON CARD
5-19-49 gl

Form E-1—5M—8-47

(6)

FINAL

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 4, 1949

Section Baker Rock Production

Kind of work Rock Production

Highway Old Oregon Trail

Section prefix 1-8305

Contractor Vernie Jarl

Contract number 3086

Date of Contract 12-20-48, 19

Date of completion Sept. 30, 1949, 19

Date work started March2, 1949, 19

Estimated date of completion May 4, 1949, 19

Amount of contract $37,440.00

Per cent of time elapsed 50.0 %

Estimated cost of completed project, exclusive of engineering $37,440.00

Per cent of contract completed, based on total contract price 100.00 %

Engineering cost to date $900.00, 2.5 %

Date project was completed May 4, 1949, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All Rock crushed , Stockpiles and shaped in piles.

Plant dismantelled and all equipment moved.

Survey party has remeasured all stockpiles.

Shrum computing stockpile area and yardage.

NOTED
[illegible] C. SMITH

Signed Kevin Laughlin

Address Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			13,000		
Estimated quantities moved or placed to date			13,000		
Average daily quantities			330		
Average daily quantities necessary to complete project on time			Job Completed		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			18		

Percentages of men employed on contract to be secured from:

..........County, ...%; ....County, ...%; ....County, ...%; ....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels.........., Power graders.........., Rollers.........., Mixers.........., Crushing or screening plants..........

Compressors.........., Bulldozers.........., Sheep-foot rollers.........., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday			
Friday			
Saturday			

RECEIVED
MAY 6 - 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JAN 17 1949
FOR FILING

1-8365

3086

January 17, 1949

Mr. Vernie Jarl
Box 254
Gresham, Oregon

Gentlemen:

We enclose herewith, for your records and files, three fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3086, for the Baker Rock Production Project on the Old Oregon Trail, Baker-Homestead and Baker-Unity Highways in Baker County, awarded December 20, 1948.

Contract No. 3092, for the Burns Rock Production Project on the Central Oregon, John Day-Burns and Burns-Crane Highway in Harney County, awarded December 21, 1948.

Contract No. 3096, for rock production on the Minam-Wallowa Lake Section of the Wallowa Lake, Joseph-Wallowa Lake Highways in Wallowa County, awarded on December 21, 1948.

An executed copy of each of the above contracts is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 3

Recorded

RECEIVED
DEC 23 1948
FOR FILING

[illegible]1-8305

3086

December 22, 1948

Mr. Varnie Jarl
438 S. Roberts Ave.
Gresham, Oregon

Dear Sir:

The State Highway Commission on December 20, 1948, awarded you the contract for the Baker Rock Production Project on three state highways in Baker County. This award was based on your low bid of $37,440.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Mr. S.H. Probert

5-8303 Birkenfeld-Washington Co. Line 1948
Rock Prod. Proj., Nehalem Secon.
#3087 Hwy.

RECEIVED
AUG [illegible]
FOR FILING

R. H. Baldock

July 27th, 1949

FINAL COST ANALYSIS
Rock Production

Contract #3087
Birkenfeld-Washington Co. Line

5-8303

Prefix 5-8303
Nehalem Secondary Highway

A. H. Saxton & Sons, Contractor
A. V. Benedict, Resident Engineer

3087 Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
1¼"-3/4" Cr. Rock in S.P.	295.4	Cu. Yd.	$1.76	$2.00	$519.02	$590.80
3/4"-½" " " " "	3,283.5	" "	1.76	2.00	5,775.31	6,567.00
½"-¼" " " " "	3,595.4	" "	1.76	2.00	6,323.12	7,190.80
¼"-0" " " " "	2,800.0	" "	1.76	1.80	4,919.60	5,040.00
Hauling Crushed Rock	115,753	Yd. Mi.	0.101	0.11	11,691.05	12,732.83
Rejects	438.3	Cu. Yd.	0.25	0.25	109.58	109.58
P.O. #3534 (Includes Haul):						
3/4"-½" Cr. Rock in S.P.	800	" "	2.61	2.90	2,080.12	2,320.00
½"-¼" " " " "	700	" "	2.61	2.90	1,827.00	2,030.00
¼"-0" " " " "	500	" "	1.97	2.16	982.15	1,080.00
P.O. #2397 (Includes Haul):						
3/4"-0" Cr. Rock in S.P.	439.840	" "	2.09	2.19	919.35	963.29
Sales to Columbia County	1,130	" "	1.85	1.50	2,090.41	1,695.00
Sales to City of Vernonia	1,050	" "	2.94	3.35	3,091.20	3,517.50
Private Sales	111.8	" "	1.63	2.00	182.35	223.60
					$40,510.26	$44,060.40

Gross Revenue	$44,060.40
Total Cost	40,510.26
Net Profit	$3,550.14

Net Profit Equals 8.0% of Gross Revenue

Birkenfeld-Washington Co. Line
Detail of Cost

Labor:		
Supervision & Labor	$12,372.49	
State Industrial Accident Insurance	605.69	
Unemployment Insurance	353.42	
Social Security	122.14	
		$13,453.74
Equipment Rental & Miscellaneous Expense:		
Equipment Rental, Owned	$12,167.00	
Hired Trucks	6,107.60	
Gas, Oil and Grease	3,293.34	
Freight & Cartage	980.56	
Plant Set Up Supplies	1,076.13	
Miscellaneous Supplies & Small Tools	1,072.20	
P.U.C.	314.93	
Bond	191.88	
Royalty on Rock	665.65	
Office Expense	207.01	
General Overhead	843.22	
Public Liability Insurance	137.00	
		27,056.52
Total Cost		$40,510.26

Birkenfeld-Washington Co. Line

Breakdown of Crushed Rock Costs

	Total Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$4,849.05	14,706	Cu. Yd.	$0.330
Load in Pit	3,720.23	"	" "	0.253
Haul to Crusher	1,779.39	"	" "	0.121
Crushing	11,516.91	"	" "	0.783
Royalty	757.17	"	" "	0.050
Overhead & General Expense	1,363.96	"	" "	0.093
	$23,986.71	14,706	Cu. Yd.	$1.630

Crown Zellerbach quarry situated on Oak Ranch Creek 4.0 miles north of M.P. 52.0 on the Nehalem River Highway.

Birkenfeld-Washington County Line

Remarks:

This contract required the production of 10,000 cu. yds. of maintenance rock for the Nehalem River Secondary Highway. The contract was bid and awarded on December 20th, 1948. The work was started on January 31st, 1949, and the contract was completed on May 3rd, 1949.

The contractor set up on Crown Zellerbach property on Oak Ranch Creek 4.0 miles north of M.P. 52.0 of the Nehalem River Highway. The plant contained a 36" gyratory primary and a single 36" Symonds cone secondary crusher, two 150 h.p. Murphy diesel motors and a 80 h.p. motor powered a 50 KW generator. A 3/4-yard shovel loaded in the quarry and the rock was hauled to the crusher with a dumptor.

The rock in the quarry was 6" or less in size, and no drilling or shooting was necessary. However, the use of a gyratory crusher for primary crushing was not very successful and production averaged only 40 yards per hour. The contract shows a small profit due mainly to the additional orders which were secured by the contractor at favorable prices. Equipment was in good condition, but wet weather was detrimental to production and a considerable amount of pit run and rejects was required to patch the county road used for hauling.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
JUN 7 1949
FOR FILING

5-8303

3087

June 7, 1949

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Wash.

Gentlemen:

Please be advised that State Highway Contract No. 3087, for rock production on the Birkenfeld-Washington County Line Section of Nehalem Secondary Highway in Columbia County, has been completed by the contractor, A.H. Saxton & Sons, and that final payment in the amount of $1,031.63 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $32,231.01, and that no force account work was performed on the project. This contract was completed on May 3, 1949 but has not as yet been accepted by the Commission.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Will you please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Durham & Bates

NOTED ON CARD

6-1-49

RECEIVED
MAY 19 1949
FOR FILING

5-8303

3087

May 19, 1949

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14
Washington

Gentlemen:

This is to advise you of the intention of the State Highway Commission to make semi-final payment to A. H. Saxton & Sons, on contract No. 3087, covering rock production on the Birkenfeld-Washington County Line Section of the Nehalem Secondary Highway in Columbia County. This payment, in the amount of $9,659.59, will be made on or after May 31, 1949. The retained percentage is $964.93.

The State is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Durham & Bates
901 S.W.Washington
Portland 5, Oregon

NOTED ON CARD
5-19-49

Form E-1—5M—1-46

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 14, 1949, 19

Section Birkenfeld - Washington County Line

Kind of work Rock Production

Highway Nehalem Secondary

Section prefix 5-8303

Contractor A.H. Saxton & Sons

Contract number 3087

Date of contract December 20, 1948, 19

Date of completion July 31, 1949, 19

Date work started January 31, 1949, 19

Estimated date of completion May 3, 1949, 19

Amount of contract . . . . $ 31,980.00

Per cent of time elapsed 62 %

Estimated cost of completed project, exclusive of engineering . . . . $ 32,164.33

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 1800, 5.6 %

Date project was completed May 3, 1949, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Transit party completed remeasure of remaining stockpiles on this contract Tuesday.

The Semi-final estimate was forwarded to the Division Office on Thursday, May 12th.

A small amount of lumber and 1 dumptor remain at the plant site to be cleaned up.

FINAL REPORT

NOTED

NOTED

Signed A.V. Benedict

Address Rainier, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JAN 27 1949
FOR FILING

5-8203

3087

January 27, 1949

A. H. Saxton & Sons
Route 2
Corvallis
Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3087, which was awarded to you on December 20, 1948 by the State Highway Commission, covering Birkenfeld-Washington County Line Section of the Nehalem Secondary Highway in Columbia County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
DEC 23 1948
FOR FILING

[illegible]

3077

December 21, 1948

A.H. Saxton & Sons
Route 2,
Corvallis, Oregon

Gentlemen:

The State Highway Commission on December 20, 1948 awarded you the contract for the Birkenfeld-Washington County Line Rock Production Project on the Nehalem Secondary Highway, in Columbia County. This award was based on your low bid of $31,980.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Mr. S.H. Probert

9-3412 Lapine Maintenance Building 1948

3088

RECEIVED
FOR FILING

9-3412

2088

FW

December 1, 1949

Mr. W. E. Kimsey, Commissioner
Bureau of Labor
301 State Library Bldg.
Salem, Oregon

Dear Sir:

Pursuant to your Inspector's Report of November 1, 1949, we have replaced the valve with a 1/2 inch approved temperature pressure relief valve set to blow within the range of 100 pounds on the hot water tank at the Lapine Maintenance Headquarters, in Deschutes County.

This installation is now ready for reinspection.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer

By: W. E. Stiffler,
Assistant State Highway Engineer

WES:me
cc: Mr. R. M. Smith

RECEIVED
OCT 10 1949
FOR FILING

9-3412

3088

October 7, 1949

The Aetna Casualty and Surety Company
Yeon Building
Portland 4, Oregon

Attention: Mr. H. P. Atterbury

Gentlemen:

We have your letter of September 30 regarding the status of Contract 3088 with Archie Averill for construction of a maintenance building at Lapine.

This contract was completed June 30, 1949, accepted by the Commission August 1, 1949, and final payment made on August 12. The total amount of the contract is $13,981.38.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

3-7

SERVICE DEPARTMENT
WALTER T. DAVOL, SUPERINTENDENT
YEON BUILDING

PORTLAND 4, OREGON

September 30, 1949

Oregon State Highway Commission
Salem,
Oregon

ATTENTION: Mr. H. B. Glaisyer, Secretary

Gentlemen:

RE: Bond 42 S 10120
Contrac t No. 3088
Archie R. Averill

Referring to your letter July 27 relative to completion of the captioned contract covering construction of Lapine Maintenance Building in Deschutes County. Kindly advise if the contract has now been accepted and final payment made.

Thanking you, we are,

Yours very truly,

H P Atterbury
Bond Department

hpa

RECEIVED
FOR FILING
9-3412
3088

July 27, 1949

The Aetna Casualty & Surety Co.
Portland Service Department
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3088, covering construction of Lapine Maintenance Building in Deschutes County, has been completed by the contractor, Archie R. Averill, and that final payment in the amount of $6,422.80 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $13,781.38, and that no force account work was performed on the project. This contract was completed on June 30, 1949 but has not as yet been accepted by the Commission.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Aetna Casualty & Surety Co.
Hartford 15
Conn.

NOTED ON CARD
7-27-49

Bates, Lively & Pearson

RECEIVED
JAN 17 1949
FOR FILING

9-3412

3088

January 17, 1949

Mr. Archie R. Averill
Route 9, Box 874
Portland 2, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3088, which was awarded to you on December 20, 1948 by the State Highway Commission, covering the Lapine Maintenance Building in Deschutes County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
DEC 23 1948
FOR FILING

9-3412

3088

December 22, 1948

Mr. Archie R. Averill
Route 9, Box 874
Portland 2, Oregon

Dear Sir:

The State Highway Commission on December 20, 1948 awarded you the contract for Lapine Maintenance Building in Deschutes County. This award was based on your low bid of $13,627.00 on Alternate "B" submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fn

cc - Mr. S.H. Probert

Mr. G.S. Paxson

21-1121 Devil's Lake Outlet Sec., 1948
Oregon Coast Hwy.
#3089

DECEIVED
FEB 7 1950
FOR FILING

FORM E-90 25M 8-49 22808

21-1121

3089

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1950

SUBJECT: Contract No. 3089
Bridge No. 922-A

To: Mr. H. B. Glaisyer
Secretary

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

I have just been advised by Mr. James Conley, an attorney of Portland who represents Lindstrom Bros., Inc. and John A. Logan in all matters involving their contractual activities, that we are withholding money from the contractor because of some controversy in which we are not interested.

It appears that the State has a contract with Lindstrom Bros., Inc. for the building of a bridge, and Lindstrom Bros., Inc. sublet part of the work to J. A. Logan. It appears that both J. A. Logan and Lindstrom Bros., Inc. purchased some materials from a commercial quarry, which materials have not as yet been paid for, at least not in full. It appears also that the quarry operators purchased oil or other commodities for use, I presume, in connection with the operation of the quarry plant, for which oil and commodities the quarry people, I am advised, have not paid.

The oil company has sued the quarry people and has attached whatever monies are due the quarry people from our contractor or our contractor's subcontractor.

I am advised by Mr. Conley that because of this litigation and this controversy the State is withholding from Lindstrom Bros., Inc. payment of an estimate due.

The purpose of this letter is to advise that the Highway Department is not concerned in the controversy between the quarry people and the oil people, and under the circumstances there are no grounds upon which we can withhold from our contractor payment of money earned and due.

I, therefore, recommend that such estimate or estimates as are otherwise qualified for payment be released and payment made, notwithstanding the controversy between the quarry people and the oil people.

Very truly yours,

J M Devers
J. M. DEVERS

JMD:NH
cc - W. C. Williams
M. H. Hawke
Jas. L. Conley

NOTED ON CARD
2-3-50 gl

Floyd:- In view of this letter from Mr. Devers etc. OK to release payments.
HBG

2-3-50

M. H. Hawke:

In view of Mr. Herci's letter of Feb. 3, 1950 of which you have a copy, you may release any funds due Lindstrom Bros. on Contract 3089.

NOTED ON C[illegible]

2-3-50, gl

Mrs Lewis
Fed

January 17, 1950

Mr. F. P. Stager
Attorney at Law
Taft, Oregon

Dear Mr. Stager:

On December 9, 1949, you advised us that your client, the North Lincoln Oil Company, had a claim against Salmon River Quarry, a subcontractor for Lindstrom Brothers, in the amount of $1,311.43 plus interest, costs and disbursements. This claim apparently is in connection with our Contract 3089 with Lindstrom Brothers for work on the "D" River Section of the Oregon Coast Highway in Lincoln County.

Will you please advise if settlement has been made on this claim.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

[illegible]

1-17-50, gl

Mrs Lewis
ncd

January 17, 1950

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

On November 28 we advised you that final payment on Contract 3069 with Lindstrom Brothers for work on the "D" River Section of the Oregon Coast Highway in Lincoln County would be made on or after December 8, 1949. On December 12 we received a letter from Mr. F. P. Stager, an attorney in behalf of the North Lincoln Oil Company, in which he filed a claim in the amount of $1,311.43, plus interest, costs and disbursements against the Salmon River Quarry, subcontractors for Lindstrom Brothers.

Final payment is now ready to be made to the contractor. Will you please advise if final payment may be made.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Notice Sent
1-17-50, gK

RECEIVED
FEB 9 1950
FOR FILING

21-1121

3089

V 22975

Lindstrom Bros. Inc.
(Contractor)

Contract No. 3089 Est.No. 10-final
8,777.38
Warrant No. 366050 Date 1/13/50

The above warrant in payment of FINAL ESTIMATE on above contract has been received and will be held by the Accounting Division until authority to release is received.

Accepted 11-8-49

Time Extensions To 9-30-49 ok. Without penalty

Claims Yes - [illegible] Oil Co., $1311.43

Remarks:

Do not release final payment until advised further by me

Date: 1-17-50

Release of the above warrant is hereby authorized.

Warrant mailed, (date)

RECEIVED
FEB 9 1950
FOR FILING

21-11 21

3089

~~Vou. 22415~~ F.1-8

JAN [illegible] 1950

Lindstrom Bros. Inc.
(Contractor)

Contract No. 3089 Est.No. 10-final
8,777.38
Warrant No. 366050 Date 1/13/50

The above warrant in payment of FINAL ESTIMATE on above contract has been received and will be held by the Accounting Division until authority to release is received.

Accepted ______

Time Extensions ______

Claims ______

Remarks:

[illegible]

Date: ______

Release of the above warrant is hereby authorized.

______

Warrant mailed, (date) FEB 6 1950
on authority of Mr. Glassyer's & Mr. Devers' letters of Feb 3, 1950 - releasing any [illegible] due Lindstrom Bros.
Wits

RECEIVED
JAN 20 1950
FOR FILING

21-1121
3089

Files

F. P. STAGER
ATTORNEY
TAFT, OREGON

January
19
50

State Highway Commission
Salem, Oregon

Gentlemen:

Contract #3089 - Lindstrom Bros.

I have your letter of January 17 relative to a claim of the North Lincoln Oil Company which I represent against the Salmon River Quarry. This claim has not been paid and I would appreciate notification from your department before this contract is finally paid.

In the event that we obtain an assignment for the amount in question, it would be satisfactory to us, otherwise, we wish to garnishee the necessary funds to pay this. A judgment has already been obtained against the quarry.

Very truly yours,

F. P. Stager

NOTED ON CARD
1/20/50 gl

NOTED
H. B. GLAISYER

REFERRED TO
Henry - Mr Lewis
BY SECRETARY

note on card; do not release final

F
P
S:mh

RECEIVED
JAN 21 1950

RECEIVED
DEC 14 1949
FOR FILING

21-1121

3089

December 13, 1949

REFERRED TO
BY SECRETARY

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

I enclose for your information, copy of a letter the State Highway Commission has just received from F. P. Stager, Attorney, Taft, Oregon, in behalf of the North Lincoln Oil Company, against Salmon River Quarry, an Oregon Corporation, and subcontractors under Lindstrom Bros. for the construction of the "D" River Bridge Section of the Oregon Coast Highway in Lincoln County. The claim, you will note, is in the amount of $1,311.43, plus interest, costs and disbursements.

This information is given you, inasmuch as Continental Casualty Company appears as surety on the bond furnished by Lindstrom Bros. in connection with this job.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts
Enc.

Continental Casualty Company
cc - Mr. Warner M. Bruce, Mgr. N.W. Branch
1411 Fourth Ave. Bldg.
Seattle, Washington

Continental Casualty Company
C. A. Tomassene & Sons, Agents
614 Wilcox Building
Portland 4, Oregon

NOTED ON CARD
12-13-49 gl

P.S.
Copy of this letter made and mailed to contractor 12/14.
gl

RECEIVED
DEC 14
FOR FILING

21-1121

3089

3089

December 13, 1949

F. P. Stager
Attorney at Law
Taft, Oregon

Dear Mr. Stager:

Reply is made to your letter of December 9, 1949, concerning the claim of the North Lincoln Oil Company against Salmon River Quarry, an Oregon Corporation, subcontractors under Lindstrom Bros. Inc., for construction of the "D" River Bridge Section of the Oregon Coast Highway, Lincoln County.

It is noted that the claim with the Oil Company is in the amount of $1,311.13, plus interest, costs and disbursements. You ask the State Highway Commission to verify the statement given by Mr. Lindstrom to Mr. Rogers of the Oil Company, that the claim will be paid at such time as Lindstrom Bros. receive their final payment from the state for the construction of this job. It is not possible for the State Highway Department to do that, inasmuch as the Commission has no control over the funds after they have been paid to the contractor. Lindstrom Bros. are held in high regard by this department, and if such statement was made by them, we have no reason to believe that the claim will be repudiated after they receive their money from the state.

Incidentally, the final payment is now in process, and we anticipate that the final warrant will be forwarded to the contractor within the next couple of weeks.

In the second paragraph of your letter you request the name of the surety on the bond that was furnished by Lindstrom Bros. in connection with this job. This bond was written by the Continental Casualty Company, for whom C. A. Tomassene & Sons are local agents. Their address is 614 Wilcox Building, Portland 4, Oregon.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

12-13-49 gc

Copies to Continental Casualty Co –
1 N. W. Branch office
+ Local agent

F. P. STAGER
ATTORNEY
TAFT, OREGON

Fin'l 11/23 –

December
9
49

#3089

State Highway Commission
Salem,
Oregon

Gentlemen:

Re: Lindstrom Brothers Contract
Location: Highway 101 at Devil's Lake

As attorney for the North Lincoln Oil Company, I obtained a judgment against the Salmon River Quarry, an Oregon corporation, in the amount of $1,311.43, plus interest, costs and disbursements. The judgment was for fuel and other petroleum products used by the corporation during the time they sub-contracted on the above contract. Mr. Rogers, the plaintiff, has informed me that in talking to Lindstrom, he was informed by him that this bill would be paid at the time the State made the final disbursement. I wonder if you could verify this.

In the event that you cannot so verify it, could you please send me the address of the Lindstrom Brothers and their respective names so that we may garnishee them.

Very truly yours,

F. P. Stager

NOTE TO Surety
DATE 12-13

F
P
S:mh

RECEIVED
DEC 12 1949
OREGON
STATE HIGHWAY COMMISSION

ERED 12/13
LAISTER

ED ON CARD

RECEIVED
NOV 29 1949
FOR FILING

21-1121

3089

November 28, 1949

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

Please be advised that State Highway Contract No. 3089, for work on the "D" River Section of the Oregon Coast Highway in Lincoln County, has been completed by the contractor, Lindstrom Bros., Inc., and that final payment in the amount of $8,777.38 will be made on or after December 8, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $123,277.99, and that no force account work was performed on the project. This contract was completed on September 30 and accepted by the Commission on November 8, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

11-28-49 gC

RECEIVED
SEP 29 1949
FOR FILING

21-11 21

3089

September 29, 1949

Lindstrom Bros.,Inc.
7335 N. E. Broadway St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 21, 1949, had under discussion your request for an extension of time of 30 days, from August 31 to September 30, 1949, within which to complete your contract No. 3089 covering the "D" River Section of the Oregon Coast Highway in Lincoln County.

I am pleased to inform you that the Commission granted your request without penalty. The action of the Commission was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc: F. D. Eason,
Division Engineer

W. A. Reeves

NOTED ON CARD
9-29-49 gl

RECEIVED
AUG 25 1949
FOR FILING

21-1121

3089

August 22, 1949

Request for extension of time
No. 1
September 19 and 20 meeting

State Highway Commission

Gentlemen:

Re: "D" River Bridge on the Oregon
Coast Highway in Lincoln County,
Contract No. 3089
Lindstrom Bros., Inc., Contractors

Herewith copy of an application for an extension of time in the amount of 30 days, from August 31, 1949 to September 30, 1949, in which to complete the D River Bridge on the Oregon Coast Highway in Lincoln County.

The bridge will be open to traffic by August 31, the contract completion date, but another 30 days will be required to remove the temporary structure and clean up the job site. There will be no inconvenience to the public, nor additional cost to the State because of this delay. It is recommended that the extension of 30 days be granted without penalty to the contractor.

This is a State Project and concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
JUL 8 1949
FOR FILING

21-1181

3089

Salem, Oregon
July 7, 1949

Mr. J. M. Devers

Under recent date, you referred to me a complaint of five businessmen of DeLake that they had sustained damage by reason of highway construction.

This matter has been investigated, and we find that all the claims are caused by the operations of the contractor constructing a new bridge across the "D" River on the Coast Highway. Our investigation indicates that the contractor has confined his operations entirely within the right of way, except where approaches have been built on the east side of the highway, which approaches extend in some instances beyond the right of way line, in accordance with plans and agreements of the property owners.

In the construction of the new bridge, it was necessary to construct a detour bridge, and we probably cannot question the fact that there was some inconvenience to traffic in reaching the various business establishments. We can see no obligation on the part of the state to assume damages which we cannot substantiate, and our investigations do not indicate that the contractor on this section did anything beyond reason during his construction operations.

I am unable to recommend payment of the claims.

W. C. Williams

WCW:me

FORM E-30 25M 1-49 29023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5th, 1949

SUBJECT:

To:
Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTE
W. C. WILLIAM

Dear Sir:

In regard to Assignment #1221, I hand you herewith report from Mr. Eason concerning the claims of certain property owners at Delake.

I have inspected this job several times during the construction of the bridge and I can visualize no detriment to business more than occurs on any construction job.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

FORM E-60 15M 12-48 27899

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1949

21-1121

SUBJECT:

To: Mr. H. G. Smith,
Construction Engineer.

Dear Sir:

This will reply to your letter of June 22 regarding the claims of property owners at Delake, which have been made against the Highway Department through Mr. Devers' office.

These claims apparently are caused by the operations of the construction at the "D" River Bridge. All operations are within the highway right of way except where approaches have been built on the east side of the highway, in accordance with the plans and agreements with the property owners. The detour bridge and traffic-way were constructed on the west side of the existing highway and some surfacing was placed outside of the new roadbed to accommodate this traffic.

The grade of the new bridge is slightly higher than the old bridge and the outside of the curve due to this has raised the west shoulder above the original shoulder. We have flattened out this shoulder to this very suitable and, I think, acceptable approach in front of the several temporary buildings that are doing business along this frontage. There are no dumps of gravel stopping traffic progressing along the highway and along the frontage of these buildings.

If there is any justifiable claim for damage, it would be because of a slight raise and widening of the shoulder along the west side of the south approach to the new bridge. It is possible that the contractor's operations and actions might have caused some inconveniences to some of these businesses, in which case specific claims might be made against the contractor.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

P. S. These property owners have requested through the Resident Engineer the oiling of this frontage.

F. D. E.

FORM E-30 25M 1-49 29023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

On June 20 I wrote you calling your attention to the fact that five businessmen at DeLake have lodged complaint concerning damage which they say they sustained in connection with highway construction.

I know you haven't yet had a chance to cause an investigation to be made with respect to this complaint, and the only purpose of this letter is to bring it again to your attention so that I may make some answer to these property owners.

Very truly yours,

J M Devers

J. M. DEVERS

JMD:NH

ASSIGNMENT No. 1221

DESCRIPTION: Mr. Devers' letter of 6-20-49 re claims by business men for damages which they say were caused by state dumping rock in front of their businesses, preventing customers from dealing with them.

DATE: 6-22-49 ASSIGNED TO: H. G. Smith

XXXX ☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date________

XXXX This may be maintenance, but Eason should report.
WCW

REPORT RECEIVED: 7-1-49 mc

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-30 25M 1-49 28023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 20, 1949

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

Dear Mr. Williams:

There has been filed with this office a statement by five reputed businessmen located along Highway 101 in DeLake. They claim that their business was damaged and are urging claims in different amounts for such damages predicated on what they say is the fact that the State dumped loads of rock in front of their businesses, preventing customers from dealing with them. The claims run from $50.00 to $250.00.

I am under obligation to bring this claim to the attention of the Commission, but before doing so I wish you would gather such facts as are available. The following are the names of the claimants and their respective claims:

DeLake Aquarium, Lyle E. Allen	$150.00
Hamburger Haven, B. B. Meals	150.00
Lyman J. Howe	150.00
Henry Hegberg	50.00
Carl A. Martin	250.00

NOTED
W. C. WILLIAMS

Very truly yours,

J M Devers

J. M. DEVERS

JMD:NH

RECEIVED
JAN 17 1949
FOR FILING

21-1121

3089

January 17, 1949

Lindstrom Bros.,Inc.
7335 N. E. Broadway St.
Portland 16, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3089, covering the "D" River Section on the Oregon Coast Highway in Lincoln County, awarded December 20, 1948.

Contract No. 3095, covering the Trask River Bridge on the Oregon Coast Highway in Tillamook County, awarded December 21, 1948.

An executed copy of each of the above contracts is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
DEC 23 1948
FOR FILING

21-1121

December 22, 1948

Lindstrom Bros.
7335 N.E. Broadway
Portland 16, Oregon

Gentlemen:

The State Highway Commission on December 20, 1948 awarded you the contract for Devils Lake Outlet Section on Oregon Coast Highway in Lincoln County. This award was based on your low bid of $224,711.00 using asphalt, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Mr. S.H. Probert

21-3405 Newport Building 1948

RECEIVED
JUL 6 1949
FOR FILING
21-3405

3090

July 5, 1949

Mr. Fred Meilke
Agate Beach, Star Route North
Newport, Oregon

Dear Mr. Meilke:

The State Highway Commission, at its meeting on June 28, 1949, had under discussion your request for an extension of time 14 days, from March 31 to April 14, 1949, within which to complete your contract No. 3090 for construction of the building at Newport, Lincoln County.

I am pleased to inform you that the Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc - Mr. W. A. Reeves
Mr. F. D. Mason

[illegible]
7-1-49
gr

RECEIVED
MAY 19 1949
FOR FILING
21-3425
2-10

May 16, 1949

Request for extension of time
No. 1
June 27 and 28, 1949

State Highway Commission

Gentlemen:

Re: Police Office Building at
Newport, Contract No. [illegible]
Fred [illegible], Contractor

Attached hereto is a copy of an application from the contractor for an extension of time on the Police Office Building at Newport. The contract for the construction of this building specified that all work should be completed on March 31, 1949. Due to inclement weather, the exterior painting was not completed at that time, and one plumbing fixture had not been delivered. The rest of the building was complete, and the Police moved in on the completion date. The final completion of the work was April 14, 1949.

In view of the above, it is recommended that the extension of 14 days be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Public Roads Administration.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
MAY 9 - 1949
FOR FILING

1-3405

3090

May 3, 1949

NOTED
H. B. GLAISYER

United States Fidelity and Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3090 for work on the Newport Building in Lincoln County has been completed by the contractor, Fred Meikes, and that final payment in the amount of $2,860.00 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $5,200.00, and that no force account work was performed on the project. This contract was completed April 14, 1949 but has not as yet been accepted by the Highway Commission.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United States Fidelity & Guaranty Co.
Baltimore 3
Maryland

NOTED ON CARD
5-13-49 g.c.

Mr. Robert P. Dawson
Route 2, Box 536
Beaverton, Oregon.

RECEIVED
APR 7 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

21-3405

3090

April 6, 1949

NOTED
W. C. WILLIAMS

Mr. Fred Heckes
Agate Beach
Star Route North
Newport, Oregon

Dear Sir:

The completion date on the erection of the Newport office building was April 1. The State Police are having to give up their present quarters, and it will be necessary that we take possession of the building immediately. Our reports show that the building is complete with the exception of the installation of a urinal in the toilet and the painting on the exterior of the building. Unless this can be done within the next day or two, it will be necessary that you complete the work after the Police have moved in.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc Lee M. Bown
W. C. Williams ✓

RECEIVED
JAN 11 1949
FOR FILING

1-24-5

3090

January 11, 1949

Mr. Fred Neikes
Agate Beach
Star Route
Newport, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3090, which was awarded to you on December 20, 1948 by the State Highway Commission, covering Newport Building in Lincoln County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
NOV 23 1948
FOR FILING

31-3465

3070

November 22, 1948

Cross Referenced To:
Adm
Letters
Comm

Mr. H. G. Maison, Superintendent
Department of State Police
Capitol Building
Salem, Oregon

Dear Mr. Maison:

This is to advise that the Highway Commission has approved the construction of a State Police building at Newport. Bids will be received on December 21.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

7

R

NOV 19 194

FILING

Salem, Oregon
November 19, 1948

Mr. R. H. Baldock

I am wondering whether or not you have notified H. G. Maison, Superintendent of the Department of State Police of the action taken by the Highway Commission on his request that the Commission construct a district office headquarters on state highway property at Newport for police use. You will recall that the Commission authorized construction of such a building.

Secretary

DGO:ee

VED
NOV - 8 19
FOR FILING

November 1, 1948

ered to:
Attn
Letters
Comm

Oregon State Highway Commission

Gentlemen:

Attached is a communication from Mr. Maison, of the Department of State Police, requesting the Commission to construct a district office headquarters upon our property at Newport. The Police have in mind a sheet metal steel frame building approximately 20' x 36', which can be built complete with exterior and interior finishing and all appurtenances for not to exceed $10,000.

The reasons advanced for this request are suitable headquarters for the radio installation at a location where radio reception is good. Another reason advanced is that the Department of State Police has not, to date, utilized any portion of its budget for the construction, purchase or development of real property. The State Police are not sure that they have the authority for such use of their funds, although the question has never been decided.

The present request is that the State Highway Commission use state highway funds to construct the building and bill the State Police regularly for a rental rate which would be adequate to cover maintenance and amortization of the investment.

Mr. Maison concludes with the statement that, if Police funds are not used to cover the cost of the building, an equal amount will revert to the Highway Fund at the end of the biennium, June 30, 1949. Incidentally, Mr. Maison verbally advises me that the unexpended portion of their biennial budget which will revert to the Highway Fund is estimated at $100,000.

Under the above circumstances, it is my recommendation that we construct the building for the Police, and the necessary funds be allocated from the unexpended portion of our 1948 budget for "Construction of Maintenance Headquarters."

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc: W. W. Stiffler

Department of State Police
HEADQUARTERS
SALEM

October 28, 1948

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

The quarters we now occupy on a monthly rental basis in a small building in Newport are not suitable and our tenure is insecure. We have tried without success to find another location.

We are writing to ask if you will erect a sheet metal structural frame building for our use on the state owned property in Newport where your installations are already located. A building of this type 20' x 36' can, we are told, be made ready for occupancy at a cost not to exceed $10,000.00.

Among other reasons impelling us to ask your favorable consideration radio is a primary one. Reception where we now are is so poor that no reliance can be placed in this essential mode of communication. At your site transmissions from sending stations within range, and notably Salem, can be received exceptionally well for the coastal region. Presently, we have no space for a transmitter which we sorely need and which is available to install when proper housing is provided.

Based on the actual costs of operations for the first twelve months of the current biennium and a generous estimate of probable expenditures for the remaining portion we feel it is safe to predict that when the books are closed at the end of the biennial period on June 30, 1949 a very substantial sum of unspent money will remain from the amount appropriated for the payment of expenses of the department to turn back to the State Highway fund. There is little doubt this credit balance will be more than sufficient, with a wide margin to spare, to reimburse the fund for the cost of several buildings of a type suitable to our use, one of which we urgently need now.

Your favorable consideration is solicited.

RECEIVED
OCT 29 1948
OREGON
STATE HIGHWAY COMMISSION

Respectfully submitted,

H G Maison

H. G. Maison,
Superintendent

HGM EFC

COPY

DEPARTMENT OF STATE POLICE

Headquarters

Salem

October 28, 1948

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

The quarters we now occupy on a monthly rental basis in a small building in Newport are not suitable and our tenure is insecure. We have tried without success to find another location.

We are writing to ask if you will erect a sheet metal structural frame building for our use on the state owned property in Newport where your installations are already located. A building of this type 20' x 36' can, we are told, be made ready for occupancy at a cost not to exceed $10,000.00.

Among other reasons impelling us to ask your favorable consideration radio is a primary one. Reception where we now are is so poor that no reliance can be placed in this essential mode of communication. At your site transmissions from sending stations within range, and notably Salem, can be received exceptionally well for the coastal region. Presently, we have no space for a transmitter which we sorely need and which is available to install when proper housing is provided.

Based on the actual costs of operations for the first twelve months of the current biennium and a generous estimate of probable expenditures for the remaining portion we feel it is safe to predict that when the books are closed at the end of the biennial period on June 30, 1949 a very substantial sum of unspent money will remain from the amount appropriated for the payment of expenses of the department to turn back to the State Highway fund. There is little doubt this credit balance will be more than sufficient, with a wide margin to spare, to reimburse the fund for the cost of several buildings of a type suitable to our use, one of which we urgently need now.

Your favorable consideration is solicited.

Respectfully submitted,

H. G. Maison (Signed)

H. G. Maison,
Superintendent

HGM EFC

FORM E-50 26M 12-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1948

SUBJECT: Additional Office Space for State Police at Newport

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

Dear Sir:

Herewith copy of Mr. Hughlett's report of his inspection of the state-owned store building and cabins at Spencer Creek. You will note that these buildings are in very poor condition.

We recommend that the three buildings be advertised for sale and sold. Mr. Hughlett recommends that the buildings be either torn down or sold and tearing the buildings down would tie up one of our bridge crews for some time, and the value of the material which would be salvaged is questionable.

It is thought that there may be several local people interested in tearing the buildings down and salvaging them. Whatever they were willing to pay would be that much to the State's credit and eliminate the necessity of our crews tearing the buildings down and cleaning up the site. Mr. Russell Smith suggests that we should include in the sale, a provision that the buildings must be town down and salvaged on the site, and that no permits would be granted for moving the buildings on the highway. If this meets you approval, we will have a description of the buildings and special provisions covering the receiving of bids prepared for your consideration. Please advise.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encl.

FORM E-20 25M 12-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1948

SUBJECT: Additional Office Space for State Police at Newport

To: Mr. W. C. Williams
Assistant State Highway Engineer
OFFICE

Stiffler

L

Dear Sir:

Further reference is made to the State Police request for additional quarters at Newport. I attach hereto a copy of Mr. Hughlett's report of his inspection of the State-owned buildings at Spencer Creek. It was proposed that the store building be moved to Newport; however, Mr. Hughlett's inspection indicates that this would not be economical.

Very truly yours,

NOTED
W. C. WILLIAMS

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encl.
cc W. W. Stiffler

COPY

FORM E-30 25M 12-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11th, 1948

SUBJECT: State Owned Bldgs. at
Spencer Creek Park

To: Mr. F. D. Eason
Division Engineer
Salem

Dear Sir:

As per your request, an inspection was made of the store building & cabins at Spencer Creek Park.

The store building, of which the main part is 24'x30' and has a kitchen & 2 small bedrooms attached. This part of the building would have to be all torn off, and would not be of any value. The balance of the main building is in very poor condition, as the sills & joists are all decayed around the outside of the building and would have to be replaced if moved. The floor & walls are of single construction & the front of the building is of box construction. The sills being rotted out, the building has settled along the front & window sash are all pulled apart.

The cabins are of box construction & built of every kind of salvaged materials, and have rotted out around the floor line & are not worth moving.

In view of the condition of the store building & the manner of work involved in moving it & putting it into shape, it would be cheaper to build a small building suitable for the State Police requirements.

I would recommend that these buildings be torn down, salvaging what materials that would be of some value & the rest of the debris burned. It might be that some local person might be interested in buying them for salvage.

Yours truly,

H. W. Hughlett (Signed)
H. W. Hughlett
Bridge Supt.

cc - I. A. DeFrance

FORM E-30 10M 6-46 23438

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1948

SUBJECT: Additional Office Space for State Police at Newport

To:

MEMORANDUM TO W. C. WILLIAMS

REFERRED
Stiffler

With my recent letter relative to the State Police request for additional quarters at Newport, I sent you a picture of a Steelox office building. Mr. George Schwarz, representing Armco, was in the office yesterday and advised me that on a recent trip to Salt Lake City, he saw this building. It is 28'x72' and the cost is approximately $14,000. The interior is plastered and finished nicely with plumbing, heating, lighting, etc. This cost figures slightly less than $8.00 per square foot.

I. A. Dorrance
Assistant Maintenance Engineer

IAD/bm

NOTED
W. H. [illegible]

FORM E-30 10M 6-46 23430

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1948

SUBJECT: Additional Office Space for State Police at Newport

To: Mr. W. C. Williams
Assistant State Highway Engineer
OFFICE

Stiffler

NOTED
W. C. WILLIAMS

L

Dear Sir:

I contacted Captain Walter Lansing of the State Police and discussed with him their need for more adequate office space at Newport.

Mr. Lansing states that they have been occupying a one-room office during the last few years - approximately 16'x20'. He explained how his personnel had increased considerably during that time so that now the quarters are inadequate and seriously handicap their operations. Besides this, the roof leaks and the landlord refuses to make any repairs. The floor is a concrete slab and they complain of the lack of heat.

Mr. Lansing states that they would like to have for their headquarters at Newport, an office providing an outer and inner office, room for a radio transmitter, a rest room, and a storage room which could be kept under lock and key. They accumulate a considerable amount of confiscated material which they must place in safe-keeping. I am attaching a rough floor plan of such a building as would satisfy the above requirements, 20'x36', and totaling 720 square feet. Such a building, under present conditions, would no doubt cost $13.50 (Bend Division Office Building addition bid) a square foot or $9,720.00.

The possibility of installing a temporary prefabricated building was considered; however, due to the fact that this building would require sealing and the installation of lighting, heating and probably plumbing, it would seem that the cost for outfitting a temporary building would be almost equal to that of constructing a permanent type building.

An Armco Steelox Building of this size with partitions and ceiling, erected at Newport, is estimated to cost $2817.00 or approximately $4.00 per square foot. This is exclusive of the cost of the foundation and floor, rock wool insulation, and sealing of walls. Last year Armco constructed a Steelox office building for their use in Portland. This building was sealed throughout, walls and ceiling insulated, and they advise that the cost of the interior finishing was approximately $3.00 per square foot. This was a year ago and might be somewhat higher today. In addition, there would be the cost of the foundation and floor, lighting and plumbing. A concrete foundation and floor will cost $400.00; lighting and plumbing should cost no more than $200.00 and $800.00 respectively, so that the total cost of an Armco Steelox Building would be in the neighborhood of $6400.00, or $9.00 a square foot. 720 □' @ 10.50 = $7500

20'x36'

Mr. Collier suggests that before we go into the construction of a new building, we explore the possibility of buying a suitable building in Newport which would be available for the use of the State Police - either in its present location or which could be moved to our own property. Another possibility which should be investigated before construction of a new building is considered is the possibility of moving the state-owned building at Spencer Creek, seven miles north of Newport. This was purchased in a right-of-way department transaction and is 30'x42', has 4 rooms and a bath. It is possible that this building could be moved to our Newport maintenance headquarters and adapted to State Police office use. A field investigation of this would be necessary before an estimate of cost could be made.

10-11-48 → has been made - Buildings unsuitable for moving. To badly decayed.

Our own forces at Newport are now occupying temporary quarters with which we are getting by for the moment. It is not contemplated that the construction of a new permanent type maintenance station would be undertaken at Newport this year.

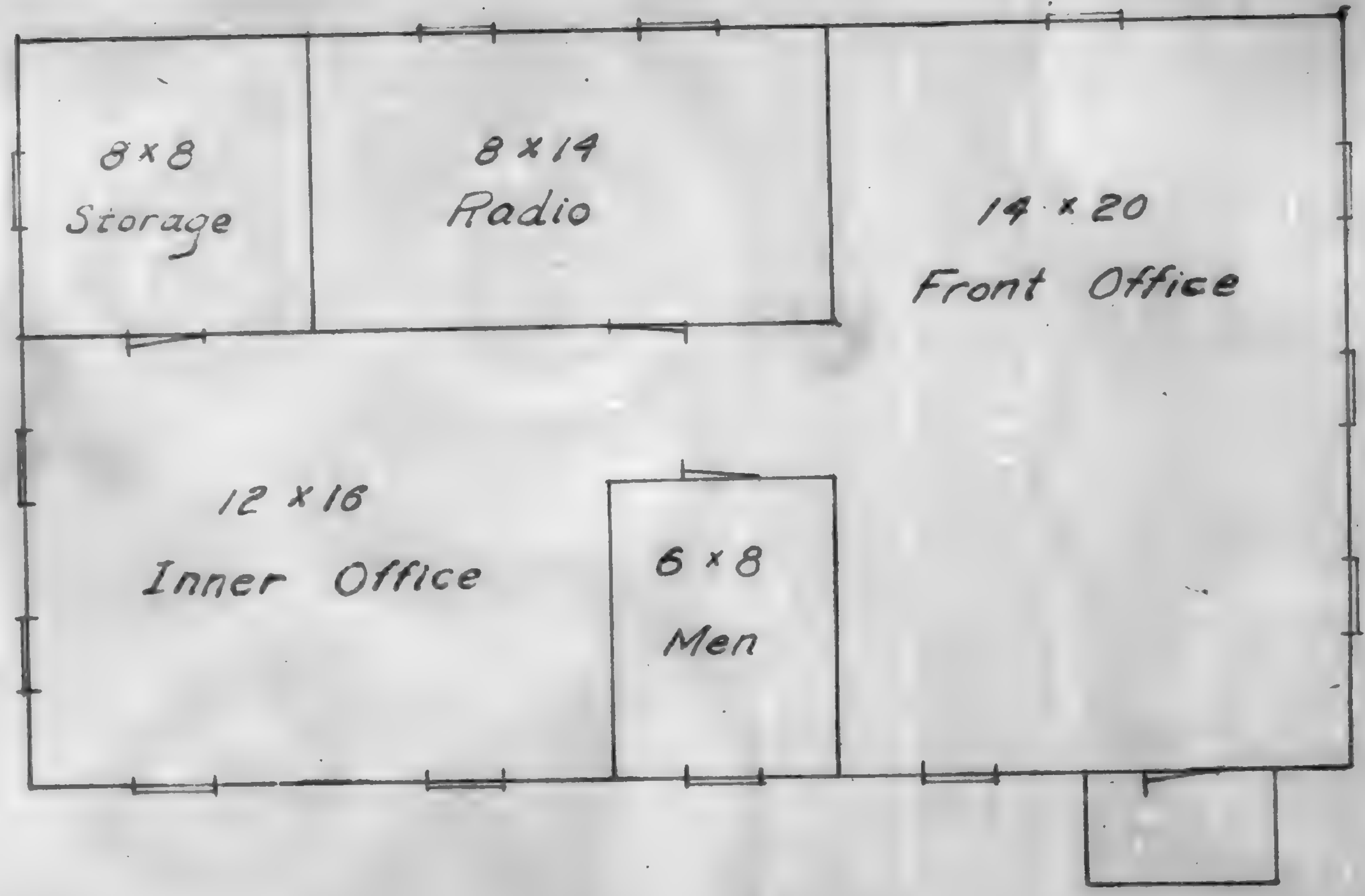
Very truly yours,

IADeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encl.
cc W. W. Stiffler

Note Armco Bld. folder attached



Floor Plan - 20' × 36'

Office Building for
State Police at Newport
scale: 3/16" = 1'-0"   9-16-48

126-4211 Vancouver Avenue Bridge 1948

RECEIVED
SEP 15 1949
FOR FILING

126-4211
-
3091

September 14, 1949

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

Reference our letter of September 7, 1949.

Please be advised that the State Highway Commission has increased the amount of the final payment to R. C. Hall Co., on contract No. 3091, covering repair of the Columbia Slough Bridge on the Vancouver Avenue Secondary Highway in Multnomah County. This payment has been increased from $853.97 to $885.57, and the revised total contract amount is $11,436.73.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon
Attn: E. A. Wride, Manager

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD
9-14-49 gl

RECEIVED
SEP 6 1949
FOR FILING

126-4211

3091

September 2, 1949

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3091, covering repair work to Vancouver Avenue Bridge over the Columbia Slough on the Vancouver Avenue Secondary Highway in Multnomah County, has been completed by the contractor, E. C. Hall Company, and that final payment in the amount of $853.97 will be made on or after September 12, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $11405.13, and that no force account work was performed on the project. This contract was completed July 21 and accepted by the Commission August 1, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon
Attn: E. A. Wride, Mgr.

Hansen & Rowland, Inc.
Tacoma, Wash.

NOTED ON CARD

9-2-49 gx

RECEIVED
AUG 15 1949
FOR FILING

126-4211

3091

August 12, 1949

E. C. Hall Co.
Rte. 6, Box 630
Portland 1
Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 1, 1949, had under discussion your request for an extension of time of 53 days, from May 31 to July 23, 1949, within which to complete your contract No. 3091 for repair to Columbia Slough Bridge on Vancouver Avenue in Multnomah County.

I am pleased to inform you that the Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

W. A. Reeves

NOTED ON CARD
8-12-49

RECEIVED
JUL 2
FOR FILING
126-4211
3091

July 25, 1949

Request for extension of time
No. 11
August 1 and 2 meeting

State Highway Commission

Gentlemen:

Re: Time Extension on Vancouver Avenue
Bridge Repair in Portland
E. C. Hall Company, Contractor
Contract No. 3091

The contract completion date for this project was May 31, 1949. The placing of all concrete in the structure was completed on May 25, and the entire structure was opened to traffic at that time. The remaining time, to and including July 23, was taken up in finishing of concrete surfaces and painting of handrail.

There has been no inconvenience to traffic and no extra expense to the State. It is recommended that the extension be granted without penalty to the contractor.

This is a State Project and the concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
JAN 31
FOR FILING

126-4211

3091

January 31, 1949

E. C. Hall Co.
Route 6, Box 630
Portland 1, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3091 which was awarded to you on December 20, 1949, covering Vancouver Avenue Bridge over Columbia Slough in Multnomah County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
DEC 23 1948
FOR FILING

126-4211

[illegible]

December 22, 1948

E.C. Hall Co.
Route 6, Box 630
Portland 1, Oregon

Gentlemen:

The State Highway Commission on December 20, 1948 awarded you the contract for miscellaneous repairs to Vancouver Avenue Bridge over Columbia Slough, in Multnomah County. This award was based on your low bid of $11,505.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Mr. G.H. Probert

Mr. G.S. Paxson

13-8303 Burns Rock Prod. Proj., 1948
Three State Hwys.
#3092

R. H. Baldock

RECEIVED
AUG 3 1949
FOR FILING

Burns Section
~~Prefix 13-8303~~
13-8303

July 26th, 1949

FINAL COST ANALYSIS
Rock Crushing
Contract 3092
Vernie Jarl, Contractor
J. T. Burch, Resident Engineer

Central Oregon, John Day-Burns
and Burns-Crane Highways

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-½" Cr. Rock in Stockpile	5,161.8	Cu. Yd.	$2.38	$3.10	$12,285.08	$16,001.58
½"-¼" Cr. Rock in Stockpile	4,111.8	" "	2.38	3.10	9,786.08	12,746.58
¼"-0" Cr. Rock in Stockpile	1,700.0	" "	2.38	3.10	4,046.00	5,270.00
PA #1, Prepare Stockpile Site	All				78.20	200.00
Stockpile Screen Rejects	932.5	" "	0.25	0.25	233.13	233.13
SP Haul Screen Rejects	276.58	Yd. Mi.	0.12	0.12	33.19	33.19
						$34,484.48
Rock Sold to City of Burns	1,235.0	Cu. Yd.	2.38	3.10	2,937.81	3,824.50
					$29,399.49	$38,308.98

Gross Revenue	$38,308.98
Total Cost	29,399.49
Net Profit	$8,909.49

Net Profit Equals 23.3% of Gross Revenue

Detail of Cost

Labor:		
Labor, Including Supervision	$10,280.73	
State Industrial Accident Insurance	571.15	
Social Security & Unemployment Insurance	411.23	
		$11,263.11
Equipment Rental & Miscellaneous:		
Equipment Rental	7,643.95	
Rented Equipment	833.50	
Rented Trucks, Including Gas, Oil, Grease and Drivers	1,944.50	
Gas, Oil & Grease	3,171.83	
Freight	382.69	
Hardware	62.64	
Lumber	216.96	
Explosives	1,369.25	
Small Tools & Misc.	914.23	
Insurance	92.70	
P.L. & P.D. Insurance	128.51	
Home Office & General Overhead - Dick Rush	622.99	
Home Office & General Overhead - Vernie Jarl	494.00	
Bond	258.63	
		18,136.38
Total Cost		$29,399.49

Breakdown of Crushing Costs

	Cost	Amount	Unit Cost
Move In and Set Up	$2,713.53	12,208.6 Cu. Yd.	$0.22
Strip Pit	455.35	" " "	0.04
Quarry	3,154.72	" " "	0.26
Load to Crusher	2,343.84	" " "	0.19
Haul to Crusher	1,732.69	" " "	0.14
Crush	4,680.39	" " "	0.39
Unit Cost in Bunker			$1.24
Haul to Stockpile	11,740.83	12,208.6 Cu. Yd.	0.96
Stockpile	2,233.62	" " "	0.18
Total Cost			$2.38

Remarks:

This was a "State Project", calling for the crushing and stockpiling of 11,000 cubic yards of crushed rock. Sales to the City of Burns added to the amounts crushed and the total for the completed project was 12,209 cubic yards.

The project was bid and awarded December 21st, 1948; work was started May 3rd, 1949, and completed June 15th, 1949. A forty-hour weekly shift was worked by the contractor, elapsed working time being 224 hours and actual working time being 207 hours. Time for plant set up was from May 3rd, to May 9th, an exceptionally short time for this operation. The project was bid by Vernie Jarl, who in turn subbed the entire job to Dick Rush, paying the bid bond and carrying the payroll for the flat price of $2,500.00. Total cost to Jarl was $752.63. Of the profit of $8,909.49 realized from the project, Dick Rush received $7,162.12 and Vernie Jarl $1,747.37.

Equipment consisted of Rush's three-crusher plant, TD14 tractor and dozer, 315 compressor, one cubic yard shovel, two jackhammers, wagon drill, five 5 cubic yard trucks, four hired trucks, one transport truck, two low bed trailers, two pickups and small miscellaneous shop equipment.

A new quarry at M.P. 125.5 was developed for this project. A very good grade and quality of rock was obtained and from all indications, the quarry will provide material for additional crushing projects in the future. The material developed at this point is the best available within the economical haul limits of the vicinity of Burns. 8,350 Pounds of explosives were required in shooting 12,209 cubic yards of rock, for an average of .68 pound per cubic yard.

Excellent progress in setup and crushing was made by the contractor. Forty-eight hours working time were used in the setup, and the 224 hours elapsed crushing time and 207 hours actual crushing time resulted in an average production of 55 cubic yards per elapsed working hour and 60 cubic yards per actual working hour.

This project was bid at a fair price, had excellent personal supervision, very good equipment, experienced labor, good quarry and showed a large profit for the contractor.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
JUL 8 1949
FOR FILING

13-8303

3092

July 7, 1949

General Casualty Co. of America
General Insurance Building
Seattle 5, Washington

Attention: Legal Department

Gentlemen:

This is to advise you that state highway contract No. 3092 for work on the Burns Section of the Central Oregon, John Day-Burns, and Burns-Crane Highways, in Harney County, has been completed by the contractor, Vernie Jewl, and that final payment in the amount of $1,034.53 will be made when the job has been accepted by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $34,484.48 and that no force account work was performed on the project. This contract was completed on June 14, 1949, but has not been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kinly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc - General Casualty Co. of America
Dooly & Co.

NOTED ON CARD

7-7-49
eo

RECEIVED
JUN 24 1949
FOR FILING

13-8303

3092

June 24, 1949

General Casualty Co.of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

This is to advise you of the intention of the State Highway Commission to make semi-final payment to Vernie Jarl, on contract No. 3092, covering rock production on the Burns Section of the Central Oregon, John Day-Burns and Burns-Crane Highways in Harney County. This payment, in the amount of $6,357.45, will be made on or after July 5, 1949. The retained percentage is $1,034.53.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn: Legal Dept.

NOTED ON CARD

6-24-49

Form E-1—5M—11-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 18, 1949

Section Burns

Kind of work Rock Production

Highway Central Oregon, Burns-Crane & John Day - Burns

Section prefix 13-8303

Contractor Vernia Jarl

Contract number 3092

Date of contract December 21, 1948

Date of completion October 31, 1949

Date work started May 3, 1949

Estimated date of completion June 14, 1949

Amount of contract $ 34,100

Per cent of time elapsed 57 %

Estimated cost of completed project, exclusive of engineering $ 34,485

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1970, 5.8 %

Date project was completed June 14, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed on June 14. Contractor tearing down plant.

Semifinal estimate sent to the Division Engineer on June 17.

Signed John T. Burch

Address Burns, Oregon

NOTED
E. M. BOOTH

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			34.6		
Miles partially completed			34.6		
Miles completed			34.6		
Total estimated quantities			11,000		
Estimated quantities moved or placed to date			10,973		
Average daily quantities			255		
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			14		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men					Supervision		1
Men and teams					Skilled		7
Men and trucks under 3 tons					Intermediate		6
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheep-foot rollers ...., Trucks - 7 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear	None	
Monday	"	"	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	"	
Friday	"	"	
Saturday	"	"	

RECEIVED
JUN 20 1949
OFFICE OF
CONSTRUCTION ENGINEER

13-8303

3092

January 17, 1949

Mr. Vernie Jarl
Box 254
Gresham, Oregon

Gentlemen:

We enclose herewith, for your records and files, three fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3086, for the Baker Rock Production Project on the Old Oregon Trail, Baker-Homestead and Baker-Unity Highways in Baker County, awarded December 20, 1948.

Contract No. 3092, for the Burns Rock Production Project on the Central Oregon, John Day-Burns and Burns-Crane Highway in Harney County, awarded December 21, 1948.

Contract No. 3096, for rock production on the Minam-Wallowa Lake Section of the Wallowa Lake, Joseph-Wallowa Lake Highways in Wallowa County, awarded on December 21, 1948.

An executed copy of each of the above contracts is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 3

RECEIVED
DEC 23 1948
FOR FILING

13-8302

3092

December 22, 1948

Mr. Vernie Jarl
438 S. Roberts Ave.
Gresham, Oregon

Dear Sir:

The State Highway Commission on December 21, 1948 awarded you the contract for the Burns Rock Production Project on three state highways in Harney County. This award was based on your low bid of $34,100.00 submitted on that date.

Contract forms will be sent to you for execution on that date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Mr. S.H. Probert

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 3038 Ends with: Contract # 3092

FLASH CARDS: Begins every Contract

Remarks:

Reel No. ______ Reduction Ratio 21:1 Project No. ______

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 23 day of 7?, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Ronda R Lewis